INTERNATIONAL RADIO TELEGRAPH CONVENTION OF BERLIN: 1906

AND PROPOSITIONS FOR THE INTERNATIONAL RADIO TELEGRAPH CONFERENCE OF LONDON

WASHINGTON
GOVERNMENT PRINTING OFFICE
1912

Berlin, Conference on wireless telegraph 19

INTERNATIONAL RADIO TELEGRAPH CONVENTION OF BERLIN: 1906

AND PROPOSITIONS FOR THE INTERNATIONAL RADIO TELEGRAPH CONFERENCE OF LONDON

WASHINGTON
GOVERNMENT PRINTING OFFICE
1912

PART 1.

CONVENTION.

International Radio Telegraph Convention concluded between Germany, the United States of America, Argentina, Austria, Hungary, Belgium, Brazil, Bulgaria, Chile, Denmark, Spain, France, Great Britain, Greece, Italy, Japan, Mexico, Monaco, Norway, the Netherlands, Persia, Portugal, Roumania, Russia, Sweden, Turkey, and Uruguay.

The undersigned, plenipotentaries of the Governments of the countries enumerated above, having met in conference at Berlin, have agreed on the following Convention, subject to ratification:

Article 1.

The High Contracting Parties bind themselves to apply the provisions of the present Convention to all radio stations open to public service between the coast and vessels at sea—both coastal stations and stations on shipboard—which are established or worked by the Contracting Parties.

They further bind themselves to make the observance of these provisions obligatory upon private enterprises authorized either to establish or work coastal stations for radio telegraphy open to public service between the coast and vessels at sea, or to establish or work radio stations, whether open to general public service or not, on board of vessels flying their flag.

PROPOSITIONS.

BELGIAN CONGO.

The Berlin Convention and its appendices have to do with the regulation of communications between the coast and ships at sea and those exchanged between two ships. The Belgian colony of the Congo considers that it would be proper also to recognize and regulate intercommunication between fixed radio stations and to adopt for all radio stations a classification conformable to their location and object. It proposes to this end that the following text be inserted in the Convention:

"The High Contracting Parties have decided to classify radio stations under four heads:

"1. Coastal stations designed for maritime service.

"2. Stations on shipboard.

"3. Stations designed for regular service between fixed points which are not necessarily separated by the sea.

"4. Stations of general interest sending telegrams or signals of public utility."

This text is submitted only as a basis for discussion. The London Conference should establish exact definitions and suitable regulations defining the functions of each class of stations. These regulations should specify the wave length to be used by the different stations according to their purpose and class. If necessary, working hours for services of public utility (time, meteorology, etc.) might be established.

ITALY.

To consider, in the Radio Telegraph Convention, as well as in the Regulations, the definition of aerial radio stations. By this name shall be meant stations installed on board of dirigibles, balloons, and aeroplanes.

To consider, also, all that concerns the correspondence of aerial radio stations with other radio stations.

REASONS.

The necessity for this proposition is self-evident. Precise propositions have not been formulated for introduction into the Convention and Regulations in view of the special information which practical experience will be able to furnish from time to time on the subject of radio stations, and anticipating that the London Conference will not meet until the month of June, 1912.

Article 2.

By "coastal stations" is to be understood every radio station established on shore or on board a permanently moored vessel used for the exchange of correspondence with ships at sea.

Every radio station established on board any vessel not permanently moored is called a "station on shipboard."

ARTICLE 3.

The coastal stations and the stations on shipboard shall be bound to exchange radiograms without distinction of the radio system adopted by such stations.

ARTICLE 4.

Notwithstanding the provisions of article 3, a station may be reserved for a limited public service determined by the object of the correspondence or by other circumstances independent of the system employed.

ARTICLE 5.

Each of the High Contracting Parties undertakes to connect the coastal stations to the telegraph system by special wires, or, at least, to take other measures which will insure a rapid exchange between the coastal stations and the telegraph system.

ARTICLE 6.

The High Contracting Parties shall notify one another of the names of coastal stations and stations on shipboard referred to in article 1, and also of all data, necessary to facilitate and accelerate the exchange of radiograms, as specified in the Regulations.

ARTICLE 7.

Each of the High Contracting Parties reserves the right to prescribe or permit at the stations referred to in article 1, apart from the installation, the data of which are to be published in conformity with article 6, the installation and working of other devices for the purpose of establishing special radio communication without publishing the details of such devices.

Article 8.

The working of the radio stations shall be organized as far as possible in such manner as not to disturb the service of other radio stations.

Article 9.

Radio stations are bound to give absolute priority to calls of distress from ships, to similarly answer such calls, and to take such action with regard thereto as may be required.

PROPOSITIONS.

GREAT BRITAIN.

To change the text of article 9 as follows:

"Radio stations are bound to give absolute priority to the calls of distress which they receive from ships, to similarly answer such calls, and to take such action with regard thereto as may be required."

REASONS.

It is desirable to make clearly apparent that coastal stations are not to be rendered responsible for calls which they have not received in consequence of disturbances or for other reasons.

Article 10.

The total charge for radiograms shall comprise:

1. The charge for the maritime transmission, this is:

(*a*) The coastal rate, which shall fall to the coastal station;

(*b*) The shipboard rate, which shall fall to the shipboard station.

2. The charge for transmission over the lines of the telegraph system, to be computed according to the general regulations.

The coastal rate shall be subject to the approval of the Government of which the coastal station is dependent and the shipboard rate to the approval of the Government whose flag the ship is flying.

Each of these rates shall be fixed in accordance with the tariff per word, pure and simple, with an optional minimum rate per radiogram, on the basis of an equitable remuneration for the radio work. Neither rate shall exceed a maximum to be fixed by the High Contracting Parties.

However, each of the High Contracting Parties shall be at liberty to authorize higher rates than such maximum in the case of stations of ranges exceeding 800 kilometers (431.68 nautical miles) or of stations whose work is exceptionally difficult owing to physical conditions in connection with the installation or working of the same.

For radiograms proceeding from or destined for a country and exchanged directly with the coastal stations of such country, the High Contracting Parties shall advise one another of the rates applicable to the transmission over the lines of their telegraph system. Such rates shall be those resulting from the principle that the coastal station is to be considered as the station of origin or of destination.

PROPOSITIONS.

GREAT BRITAIN.

For the last paragraph read:

"Concerning radiograms proceeding from or destined for a country and exchanged directly with the coastal stations of such country, the rates applicable for transmission over telegraph lines are, in the European régime, the terminal charges fixed by Article XXIII, paragraphs 2 to 7, of the Regulations for the telegraph service, and, in the extra-European régime, those fixed in Table B annexed to the Regulations."

REASONS.

The object of this modification is to simplify the collection of charges on shipboard, and at the same time the keeping of accounts.

The intention is that reductions in normal terminal charges provided for by Article XXIII of the Telegraph Regulations, reductions which a management ("administration") might desire to apply to radiograms, shall be notified by the bureau at Berne in the same manner that changes of this sort relating to terminal telegraph charges are notified in the appendix to Table 1.

ARTICLE XXIII OF THE INTERNATIONAL TELEGRAPH SERVICE REGULATIONS REFERRED TO ABOVE.

XXIII.

1. The tariff is fixed per word pure and simple; nevertheless, each administration may impose a minimum charge, which must not exceed one franc per telegram, or, in the case of traffic under the European régime only, may collect the charge in the form most convenient to it, provided that it observes the stipulations of Regulation XXVII.

2. For traffic under the European régime, one and the same elementary terminal rate and one and the same elementary transit rate are adopted by all the States.

3. The elementary terminal rate is fixed at 9 (10) centimes.

4. The elementary transit rate is fixed at 7 (8) centimes.

5. These two elementary rates are reduced, respectively, to 6 (6½) centimes and to 3½ (4) centimes for the following States: Belgium, Bosnia-Herzogovina, Bulgaria, Crete, Denmark, Greece, Luxemburg, Montenegro, Holland, Portugal, Roumania, Servia, and Switzerland.

6. Russia and Turkey, owing to the exceptional conditions of construction and maintenance of their systems, have the right to apply terminal and transit rates not exceeding 30 centimes and 24 centimes, respectively.

7. All States have the right to reduce their terminal and transit rates for all or a portion of their traffic, subject to the conditions laid down by Regulation XXVI.

8. A special transit rate may be fixed, in each particular case, for the submarine cable sections.

EXTRACT FROM INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

XXVI.

1. Alterations of the charges or of the methods of application of the tariffs which may be agreed upon between interested States, by virtue of paragraph 4 of article 10 and of article 17 of the Convention, must have for their object and effect, not to create a competition in charges between existing routes, but rather to open to the public as many routes as possible at equal charges; and the necessary combinations shall be so made that the terminal rates of the administrations of origin and destination are the same, no matter what route is followed.

2. No new charge, or modification, either of a general or partial character, affecting the tariffs shall come into operation before the lapse of at least 15 days after its notification by the International Bureau of the Telegraph Union, the date of notification not included.

3. The administrations of the contracting States undertake to avoid, as far as possible, changes of rates arising from interruptions of telegraphic communication.

XXVII.

1. The charges to be collectel under Regulations XXI to XXV may be rounded up or down, either after application of the normal rates per word fixed in accordance with the tables annexed to the present Regulations, or by an increase or decrease of those normal rates to suit the monetary or other convenience of the country of origin.

2. Modifications made in carrying out the preceding paragraph apply only to the charges collected by the office of origin, and in no way affect the distribution of the rates accruing to the other Administrations concerned. They must be so regulated that the difference between the charge collected for a telegram of 15 words and the charge, calculated exactly in conformity with the tables by means of the equivalents given in the following paragraph, shall not exceed one-fifteenth of the latter charge—that is to say, the regulation rate for one word.

Article 11.

The provisions of the present Convention are supplemented by Regulations, which shall have the same force and go into effect at the same time as the Convention.

The provisions of the present Convention and of the Regulations relating thereto may at any time be modified by the High Contracting Parties by common consent. Conferences of plenipotentiaries or simply administrative conferences, according as the Convention or the Regulations are affected, shall take place from time to time; each conference shall fix the time and place of the next meeting.

PROPOSITIONS.

GREAT BRITAIN.

For the second paragraph, read as follows:

"The provisions of the present Convention and of the Regulations relating thereto may at any time be modified by the High Contracting Parties by common consent. Conferences of plenipotentiaries having the power to modify the Convention of the Regulations will be held from time to time; each Conference shall fix the time and place of the next meeting."

REASONS.

In accordance with the procedure observed by the Universal Postal Convention, it is desirable to modify article 11 so as to clearly indicate that the Conference has the power to treat all questions which may arise affecting either the Radio Telegraph Convention or the Service Regulations.

Article 12.

Such conferences shall be composed of delegates of the Governments of the contracting countries.

In the deliberations each country shall have but one vote.

If a Government adheres to the Convention for its colonies, possessions, or protectorates, subsequent conferences may decide that such colonies, possessions, or protectorates, or a part thereof, shall be considered as forming a country as regards the application of the preceding

35144—12——2

paragraph. But the number of votes at the disposal of one Government, including its colonies, possessions, or protectorates, shall in no case exceed six.

PROPOSITIONS.

RUSSIA.

"In the deliberations concerning questions of a military and political nature, affecting the Army, the Navy, and the national defense in general, the right to vote of each State shall in every case be limited to one vote."

Article 13.

An international bureau shall be charged with collecting, coordinating, and publishing information of every kind relating to radio telegraphy, examining the applications for changes in the Convention or Regulations, promulgating the amendments adopted, and generally performing all administrative work referred to it in the interest of international radio telegraphy.

The expenses of such institution shall be borne by all the contracting countries.

Article 14.

Each of the High Contracting Parties reserves to itself the right of fixing the terms on which it will receive radiograms proceeding from or intended for any station, whether on shipboard or coastal, which is not subject to the provisions of the present Convention.

If a radiogram is received the ordinary rates shall be applicable to it.

Any radiogram proceeding from a station on shipboard and received by a coastal station of a contracting country, or accepted in transit by the administration of a contracting country, shall be forwarded.

Any radiogram intended for a vessel shall also be forwarded if the administration of the contracting country has accepted it originally or in transit from a noncontracting country, the coastal station reserving the right to refuse transmission to a station on shipboard subject to a noncontracting country.

Article 15.

The provisions of articles 8 and 9 of this Convention are also applicable to radio installations other than those referred to in article 1.

Article 16.

Governments which are not parties to the present Convention shall be permitted to adhere to it upon their request. Such adherence shall be communicated through diplomatic channels to the contracting Government in whose territory the last conference shall have been held, and by the latter to the remaining Governments.

The adherence shall carry with it the fullest extent acceptance of all the clauses of this Convention and admission to all the advantages stipulated therein.

PROPOSITIONS.

SPAIN.

The Spanish management considers that a proposition should be made to the Conference to invite adherence to the International Convention and Regulations by Governments and companies rendering abnormal service, such as that heretofore rendered by the radio stations of Morocco, as this would contribute toward making a universal radio service more easy.

Article 17.

The provisions of articles 1, 2, 3, 5, 6, 7, 8, 11, 12, and 17 of the International Telegraph Convention of St. Petersburg of July 10 to 22, 1875, shall be applicable to international radio telegraphy.

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION, SIGNED AT ST. PETERSBURG, JULY 10–22, 1875.

[Referred to in article 17 of the Convention.]

Article 1.

The High Contracting Parties concede to all persons the right to correspond by means of the international telegraphs.

Article 2.

They bind themselves to take all the necessary measures for the purpose of insuring the secrecy of the correspondence and its safe transmission.

ARTICLE 3.

They declare, nevertheless, that they accept no responsibility as regards the international telegraph service.

ARTICLE 5.

Telegrams are classed in three categories:

1. State telegrams: Those emanating from the head of the Nation, the ministers, the commanders in chief of the Army and Naval forces, and the diplomatic or consular agents of the contracting Governments, as well as the answers to such telegrams.

2. Service telegrams: Those which emanate from the managements of the telegraph service of the contracting States and which relate either to the international telegraph service or to subjects of public interest determined jointly by such managements.

3. Private telegrams.

In the transmission the State telegrams shall have precedence over other telegrams.

ARTICLE 6.

State telegrams and service telegrams may be issued in secret language in any communications.

Private telegrams may be exchanged in secret language between two States which admit of this mode of correspondence.

The States which do not admit of private telegrams in secret language upon the expedition or arrival of the same shall allow them to pass in transit, except in the case of suspension defined in article 8.

ARTICLE 7.

The High Contracting Parties reserve the right to stop the transmission of any private telegram which may appear dangerous to the safety of the State, or which may be contrary to the laws of the country, to public order or good morals.

ARTICLE 8.

Each Government also reserves the right to suspend the international telegraph service for an indefinite period, if deemed necessary by it, either generally, or only over certain lines and for certain classes of correspondence, of which such Government shall immediately notify all the other contracting Governments.

ARTICLE 11.

Telegrams relating to the international telegraph service of the contracting States shall be transmitted free of charge over the entire systems of such States.

ARTICLE 12.

The High Contracting Parties shall render accounts to one another of the charges collected by each of them.

ARTICLE 17.

The High Contracting Parties reserve, respectively, the right to enter among themselves into special arrangements of any kind with regard to points of the service which do not interest the States generally.

ARTICLE 18.

In case of disagreement between two or more contracting Governments regarding the interpretation or execution of the present Convention or of the Regulations referred to in article 11, the question in dispute may, by

mutual agreement, be submitted to arbitration. In such case each of the Governments concerned shall choose another Government not interested in the question at issue.

The decision of the arbiters shall be arrived at by the absolute majority of votes.

In case of a division of votes, the arbiters shall choose, for the purpose of settling the disagreement, another contracting Government which is likewise a stranger to the question at issue. In case of failure to agree on a choice, each arbiter shall propose a disinterested contracting Government, and lots shall be drawn between the Governments proposed. The drawing of the lots shall fall to the Government within whose territory the international bureau provided for in article 13 shall be located.

Article 19.

The High Contracting Parties bind themselves to take, or propose to their respective legislatures, the necessary measures for insuring the execution of the present Convention.

Article 20.

The High Contracting Parties shall communicate to one another any laws already framed, or which may be framed, in their respective countries relative to the object of the present Convention.

Article 21.

The High Contracting Parties shall preserve their entire liberty as regards radio installations other than provided for in article 1, especially naval and military installations, which shall be subject only to the obligations provided for in articles 8 and 9 of the present Convention.

However, when such installations are used for general public service they shall conform, in the execution of such service, to the provisions of the Regulations as regards the mode of transmission and rates.

Article 22.

The present Convention shall go into effect on the 1st day of July, 1908, and shall remain in force for an indefinite period, or until the expiration of one year from the day when it shall be denounced by any of the Contracting Parties.

Such denunciation shall affect only the Government in whose name it shall have been made. As regards the other Contracting Powers, the Convention shall remain in force.

Article 23.

The present Convention shall be ratified and the ratifications exchanged at Berlin with the least possible delay.

In witness whereof the respective plenipotentiaries have signed one copy of the Convention, which shall be deposited in the archives of the Imperial Government of Germany, and a copy of which shall be transmitted to each Party.

Done at Berlin, November 3, 1906.

For Germany:

Kraetke.
Sydow.

For United States:

Charlemagne Tower.
H. N. Manney.
James Allen.
John I. Waterbury.

For Argentina:

J. Olmi.

For Austria:

Barth.
Fries.

For Hungary:

Pierre de Szalay.
Dr. de Hennyey.
Hollós.

For Belgium:

F. Delarge.
E. Buels.

For Brazil:

Cesar de Campos.

For Bulgaria:

Iv. Stoyanovitch.

For Chile:

J. Muñoz Hurtado.
J. Mery.

For Denmark:

N. R. Meyer.
I. A. Voehtz.

For Spain:

Ignacio Murcia.
Ramón Estrada.
Rafael Rávena.
Isidro Calvo.
Manuel Noriéga.
Antonio Peláez-Campomanes.

For France:

J. Bordelongue.
L. Gaschard.
Boulanger.
A. Devos.

For Great Britain:

H Babington Smith.
A. E. Bethell.
R. L. Hippisley.

For Greece:

T. Argyropoulos.

For Italy:

J. Colombo.

For Japan:

Osuke Asano.
Rokure Yashiro.
Shunkichi Kimura.
Ziro Tanaka.
Saburo Hyakutake.

For Mexico:

José M. Pérez.

For Monaco:

J. Depelley.

For Norway:

Heftye.
O. T. Eidem.

For Netherlands:

Kruÿt.
Perk.
Hoven.

For Persia:

Hovhannès Khan.

For Portugal:

Paulo Benjamin Cabral.

For Roumania:

Gr. Cerkez.

Ror Russia:

A. Eichholz.
A. Euler.
Victor Bilibine.
A. Remmert.
W. Kédrine.

For Sweden:

Herman Rydin.
A. Hamilton.

For Turkey:

Nazif Bey.

For Uruguay:

F. A. Costanzo.

PROPOSITIONS.

AUSTRALIAN FEDERATION.

1. It is indispensable in the interests of the public telegraphic service that every ship shall be bound to communicate with every other ship without distinction as to the system employed on board such ship and to accept communications originating with such ship and those which may be transmitted by it.

2. It is indispensable in the interests of the safety of passengers that each ship provided with radio apparatus, receiving its electrical

energy from the dynamos of the ship, shall possess an installation for cases of distress, composed of a small storage battery connected with a spark induction coil; the capacity of the battery shall be sufficient to assure communication at full power for six hours, so that such communications may be maintained independently of the energy furnished by the dynamos of the ship.

3. With a view to rendering the control more effective, it is necessary that ships which have obtained a license outside a country having radio stations with which they carry on regular correspondence shall be bound to apply for a permit authorizing them to work in such country. The conditions under which the licenses relating to public stations are granted shall likewise serve as the basis for the issuing of the permits in question.

PART 2.

SUPPLEMENTARY AGREEMENT.

The undersigned plenipotentiaries of the Governments of Germany, the United States of America, Argentina, Austria, Hungary, Belgium, Brazil, Bulgaria, Chile, Denmark, Spain, France, Greece, Monaco, Norway, the Netherlands, Roumania, Russia, Sweden, Turkey, and Uruguay bind themselves mutually, from the date of the going into effect of the Convention, to conform to the provisions of the following supplementary articles:

I.

Each station on shipboard referred to in article 1 of the Convention shall be bound to correspond with any other station on shipboard without distinction of the radiotelegraphic system adopted by such stations respectively.

II.

The Governments which have not adhered to the foregoing article may at any time signify, by following the procedure prescribed by article 16 of the Convention, that they bind themselves to conform to its provisions.

Those which have adhered to the foregoing article may at any time, under the same conditions as provided for in article 22, signify their intention to cease conforming to its provisions.

III.

This agreement shall be ratified and the ratifications exchanged at Berlin with the least possible delay.

In witness whereof the respective plenipotentaries have signed one copy of the present agreement, which

shall be deposited in the archives of the Imperial Government of Germany, and a copy of which shall be transmitted to each of the Parties.

Done at Berlin, November 3, 1906.

For Germany:

KRAETKE.
SYDOW.

For United States:

CHARLEMAGNE TOWER.
H. N. MANNEY.
JAMES ALLEN.
JOHN I. WATERBURY.

For Argentina:

J. OLMI.

For Austria:

BARTH.
FRIES.

For Hungary:

PIERRE DE SZALAY.
DR. DE HENNYEY.
HOLLOS.

For Belgium:

F. DELARGE.
E. BUELS.

For Brazil:

CESAR DE CAMPOS.

For Bulgaria:

IV. STOYANOVITCH.

For Chile:

J. MUÑOZ HURTADO.
J. MERY.

For Denmark:

N. R. MEYER.
I. A. VOEHTZ.

For Spain:

IGNACIO MURCIA.
RAMÓN ESTRADA.
RAFAEL RÁVENA.
ISIDRO CALVO.
MANUEL NORIÉGA.
ANTONIO PELÁEZ-CAMPOMANES.

For France:

J. BORDELONGUE.
L. GASCHARD.
BOULANGER.
A. DEVOS.

For Greece:

T. ARGYROPOULOS.

For Monaco:

J. DEPELLEY.

For Norway:

HEFTYE.
O. T. EIDEM.

For Netherlands:

KRUŸT.
PERK.
HOVEN.

For Roumania:

GR. CERKEZ.

For Russia:

A. EICHOLZ.
A. EULER.
VICTOR BILIBINE.
A. REMMERT.
W. KÉDRINE.

For Sweden:

HERMAN RYDIN.
A. HAMILTON.

For Turkey:

NAZIF BEY.

For Uruguay:

F. A. COSTANZO.

PART 3.

FINAL PROTOCOL.

At the moment of signing the Convention adopted by the International Radio Telegraphic Conference of Berlin, the undersigned plenipotentiaries have agreed as follows:

I.

The High Contracting Parties agree that at the next conference the number of votes to which each country is entitled (article 12 of the Convention) shall be decided at the beginning of the deliberations, so that the colonies, possessions, or protectorates admitted to the privilege of voting may exercise their right to vote during the entire course of the proceedings of such conference.

This decision shall be of immediate effect and remain in force until amended by a subsequent conference.

As regards the next conference, applications for the admission of new votes in favor of colonies, possessions, or protectorates which may have adhered to the Convention shall be addressed to the International Bureau at least six months prior to the date of the convening of such conference. Notice of such applications shall at once be given to the remaining contracting Governments, which may, within the period of two months from the receipt of the notice, formulate similar applications.

II.

Each contracting Government may reserve the right to designate, according to circumstances, certain coastal stations to be exempted from the obligation imposed by article 3 of the Convention, provided that, as soon as this

measure goes into effect, there shall be opened within its territory one or several stations subject to the obligations of article 3, insuring, within the region where the exempted stations are located, such radio service as will satisfy the needs of the public service. The Governments desiring to reserve this right shall give notice thereof in the form provided for in the second paragraph of article 16 of the Convention, not later than three months before the Convention goes into effect or, in case of subsequent adhesion, at the time of such adhesion.

The countries whose names follow below declare now that they will not reserve such right:

Germany,
United States,
Argentina,
Austria,
Hungary,
Belgium,
Brazil,
Bulgaria,
Chile,
Greece,
Mexico,
Monaco,
Norway,
Netherlands,
Roumania,
Russia,
Sweden,
Uruguay.

III.

The manner of carrying out the provisions of the foregoing article shall be at the discretion of the Government which takes advantage of the right of exemption; such Government shall be at liberty to decide from time to time, in its own judgment, how many stations and what stations shall be exempted. Such Government shall likewise be at liberty as regards the manner of carrying

out the provision relative to the opening of other stations subject to the obligations of article 3, insuring, within the region where the exempted stations are located, such radio service as will satisfy the needs of the public service.

IV.

It is understood that, in order not to impede scientific progress, the provisions of article 3 of the Convention shall not prevent the eventual employment of a radio system incapable of communicating with other systems; provided, however, that such incapacity shall be due to the specific nature of such system and that it shall not be the result of devices adopted for the sole purpose of preventing intercommunications.

V.

The adherence to the Convention by the Government of a country having colonies, possessions, or protectorates shall not carry with it the adherence of its colonies, possessions, or protectorates unless a declaration to that effect is made by such Government. Such colonies, possessions, and protectorates as a whole, or each of them separately, may form the subject of a separate adherence or a separate denunciation within the provisions of articles 16 and 22 of the Convention.

It is understood that the stations on board of vessels whose headquarters is a port in a colony, possession, or protectorate may be deemed as subject to the authority of such colony, possession, or protectorate.

VI.

Note is taken of the following declaration:

The Italian delegation in signing the Convention does so with the reservation that the Convention can not be ratified on the part of Italy until the date of the expiration of her contracts with Mr. Marconi and his company, or at an earlier date if the Government of the King of

Italy shall succeed in fixing such date by negotiations with Mr. Marconi and his company.

VII.

In case one or several of the High Contracting Parties shall not ratify the Convention, it shall nevertheless be valid as to the parties which shall have ratified it.

In witness whereof the undersigned plenipotentaries have drawn up the present Final Protocol, which shall be of the same force and effect as though the provisions thereof had been embodied in the text of the Convention itself to which it has reference, and they have signed one copy of the same, which shall be deposited in the archives of the Imperial Government of Germany, and a copy of which shall be transmitted to each of the parties.

Done at Berlin, November 3, 1906.

[Signed by all plenipotentiaries who signed the Convention, pp. 14, 16.]

PROPOSITIONS.

CANADA.

New Article (VI a).

"The Canadian Government reserves the right to fix radio rates according to the method followed by the telegraph lines of North America, by charging a fixed rate for the first 10 words—the address and signature not being charged for—and a rate for each word above 10 words, it being possible for the fixed rate to be greater or less than the rate fixed by the Regulations for a radiogram of 10 words.

"The said Government furthermore reserves the right to fix separately for each of its coastal stations a total maritime rate, the coastal rate amounting to three-fifths and the shipboard rate to two-fifths of this total rate. The shipboard rates thus computed shall apply to all radiograms transmitted by Canadian coastal stations to any station on shipboard."

REASONS.

The Canadian management finds itself obliged to request this change because of the peculiar situation of the telegraph systems of its country.

The Canadian management is endeavoring to adopt the international method of calculating the cost of telegrams in all that concerns the operations of its coastal stations, and it is very possible that this object will be attained before the conference takes place, in which case the above propositions shall be annulled.

PART 4.

SERVICE REGULATIONS AFFIXED TO THE INTERNATIONAL RADIO TELEGRAPH CONVENTION.

TABLE OF CONTENTS.

1. Organization of Radio Stations.

I.

The choice of radio apparatus and devices to be used by the coastal stations and stations on shipboard shall be unrestricted. The installation of such stations shall as far as possible keep pace with scientific and technical progress.

PROPOSITIONS.

ITALY (1st).

To consider in the Radio Telegraph Convention and also in the Regulations the definition of aerial radio stations. By this name shall be meant stations installed on board dirigibles, balloons, and aeroplanes.

35144—12——4

To consider also all that concerns the correspondence of aerial stations with other radio stations.

REASONS.

The necessity for the propositions is self-evident.

Precise propositions have not been formulated for introduction into the Convention and Regulations in view of the special information which practical experience will be able to furnish from time to time on the subject of radio stations, and anticipating that the Conference of London will not meet until the month of June, 1912.

ITALY (2d).

Add after the words "stations on shipboard shall be unrestricted," the sentence which follows:

"Nevertheless the radio apparatus and devices shall be of a kind to permit transmission by musical note for public correspondence."

REASONS.

This addition has for its object the introduction of the use of systems having a musical note for public correspondence with a view to preventing, if possible, the detrimental effects due to atmospheric discharges. In this way radio correspondence can be carried on more successfully.

II.

Two wave lengths, one of 300 meters and the other of 600 meters, are authorized for general public service. Every coastal station opened to such service shall use one or the other of these two wave lengths. During the whole time that a station is open to service it shall be in condition to receive calls according to its wave length, and no other wave length shall be used by it for the service of general public correspondence. Each Government may, however, authorize in coastal stations the employment of other wave lengths designed to insure long-range service or any service other than for general public correspondence established in conformity with the provisions of the Convention, provided such wave lengths do not exceed 600 meters or that they do exceed 1,600 meters.

PROPOSITIONS.

FRANCE.

Add the following paragraph:

"In particular the stations used for sending signals designed to facilitate the determination of the position of ships shall not employ wave lengths greater than 100 meters. The coastal stations which send time signals or transmit meteorological telegrams shall use a wave length of 2,500 meters."

REASONS.

It seems necessary to fix a maxium wave length for *radiophares* (radio stations for aids to navigation) in order to avoid the disturbances which these stations might introduce into the working of other stations. A maxium wave length of 100 meters would be sufficient.

In the same manner it would be of advantage to provide a wave length to be employed by coastal stations sending time signals or transmitting meteorological telegrams. This measure would facilitate the reception of such signals and correspondence by the stations on shipboard. This wave length might be fixed at 2,500 meters.

GREAT BRITAIN.

Change the text of Article II as follows:

"Two wave lengths, one of 600 meters and the other of 300 meters, are authorized for the general public service. Every coastal station opened to such service should designate as its normal wave length either the wave length of 600 meters or that of 300 meters. During the whole time that a station is open to service it shall be in condition to receive calls made by means of its normal wave length. Nevertheless each government, etc."

REASONS.

Experience has shown that it is desirable that coastal stations shall be free to use that one of the two wave lengths reserved for the general public correspondence which is best suited to its needs.

According to the present provisions of Article II, stations are theoretically restricted to the use of one or the other of these two wave lengths.

ITALY (1st).

Replace the words:

"Two wave lengths, one of 300 meters and one of 600 meters," by:

"Two wave lengths, one of 400 meters and the other of 600 meters."

REASONS.

The wave length of 400 meters is now the one in current usage.

It is therefore a question of taking account of this fact in the Regulations.

ITALY (2d).

At the end of the same article add:

"The musical note which coastal stations shall adopt for public correspondence shall lie between — — — — — (indicate a low musical note or the number of simple vibrations which form it) and — — — — — (indicate another higher musical note or the number of vibrations which form it)."

REASONS.

In connection with the proposition referring to Article I it seems necesary to fix and indicate the musical notes which stations shall use. This is for the purpose of regulating the use of transmission by musical note which facilitates communications carried on simultaneously.

JAPAN.

Amend Article II as follows, and suppress the present Article III:

"ARTICLE II.

"The wave length to be employed by coastal stations and stations on shipboard subject to the provisions of the Convention shall not exceed 600 meters or shall exceed 1,600 meters.

"Coastal stations open to general public correspondence and all stations on shipboard shall, however, in order to reply to calls from other stations, always regulate their receiving wave length to 300 meters, at least when they are not in communication with another station."

REASONS.

It does not seem necessary to limit the wave length to two kinds, one of 300 meters and one of 600 meters. It seems preferable, rather, in the interests of the service and with the object of lessening cases of interferences to allow each office to employ the wave length which it considers best. It is nevertheless indispensable that the wave length for calls shall be made uniform.

NETHERLANDS.

Read as follows:

"Wave lengths of 300 to 600 meters shall be authorized for the service of general public correspondence. Every soastal station open to such service shall designate a wave length between the limits indicated above as its normal wave length. During the whole time that a station is open to service it shall be in condition to receive calls made by means of its normal wave length.

"Each Government may, however, authorize in coastal stations the employment of other wave lengths designed to insure long-range service or any service other than for general public correspondence established in conformity with the provisions of the Convention, provided such wave lengths do not exceed 600 meters or that they do exceed 1,600 meters."

REASONS.

Experience has shown that the Regulation fixing the wave lengths according to Articles II and III are too limited.

III.

1. The normal wave length for stations on shipboard shall be 300 meters. Every station on shipboard shall be installed in such manner as to be able to use this wave length. Other wave lengths may be employed by such stations provided they do not exceed 600 meters.

2. Vessels of small tonnage which are unable to have plants on board insuring a wave length of 300 meters may be authorized to use a shorter wave length.

PROPOSITIONS.

AUSTRIA.

Paragraphs 1 and 2. Replace the figure "300" by the figure "600."

REASONS.

The normal wave length of the majority of stations on shipboard is at present 600 meters, and the wave length of the antennæ of these vessels is at present almost always greater than 300 meters. To attain a wave length of 300 meters at present fixed by the service regulation, these vessels are compelled to intercalate condensers in the antennæ, which are detrimental to the range of communication.

Vessels whose antennæ have a wave length less than 300 meters will be able to attain a wave length of 600 meters by switching in additional inductance.

FRANCE.

Paragraph 2. Complete this paragraph as follows:

" * * * a wave length less than this number of meters but greater than 150 meters."

REASONS.

It would be of advantage to use for correspondence only wave lengths greater than 150 meters, in order that *radiophares* may be able to use, without fear of interference, wave lengths of 100 meters.

GREAT BRITAIN (1st).

Paragraph 1. Replace the present text with the following:

"The normal wave length for stations on shipboard shall be 600 meters, and this wave length shall not be exceeded for transmission.

Every station on shipboard shall be installed in such manner as to be able to use this wave length, as well as that of 300 meters. Intermediate wave lengths shall not be used, except in special cases, and only with the approval of the managements to which the coastal stations and stations on shipboard in question are subject."

REASONS.

Experience has shown that a wave length of 600 meters is more generally adopted by stations on shipboard for the reason that it affords a greater radius of action than a wave length of 300 meters and is better adapted to the needs of public correspondence.

Stations on shipboard should also be able to use a wave length of 300 meters in order to conform to the provisions of the new article to be inserted after Article III.

GREAT BRITAIN (2d).

Paragraph 2. Change the text, as follows:

"Paragraph 1 shall not apply to vessels which it would be impossible, or at least very difficult, to equip with a plant producing a wave length of 600 or 300 meters. In such case the vessels shall be authorized to employ a wave length of 150 meters."

REASONS.

It is considered advisable to fix a special wave length for the use of vessels of small tonnage which could not readily be supplied with apparatus permitting the use of the wave lengths provided for general public correspondence.

ITALY.

Paragraph 1. Replace the present text with the following:

"1. The normal wave lengths for stations on shipboard shall also be 400 and 600 meters. Every station on shipboard shall be installed in such manner as to be able to use without difficulty the wave lengths cited above. For communications at long range, however, other wave lengths may be employed by such stations, provided they do not exceed 1,600 meters." (Error ?)

Paragraph 2. Replace the words "wave length of 300 meters," referring to paragraph 2 of the article cited above by the following words:

"Wave length of 400 meters."

Add paragraph 3, as follows:

"3. The musical note which stations on shipboard shall use for the transmission of public radio correspondence shall lie between _____ (indicate a high musical note or the number of simple vibrations which form it) and _____ (indicate another higher musical note or its number of vibrations)."

REASONS.

The same as given for the propositions referring to Article II.

JAPAN.

Suppress the present Article III.

REASONS.

(See the proposition above referring to the amendment of Art. II.)

NETHERLANDS.

Read Article III, as follows:

"Wave lengths up to 600 meters shall be authorized for stations on shipboard for the general public service. Every station on shipboard shall designate one of these wave lengths as its normal wave length. Other wave lengths may be employed by such stations, provided they exceed 1,600 meters."

REASONS.

(See the reasons referring to Art. II.)

GREAT BRITAIN.

New article to be inserted at the end of Article III:

"Communications between a station on shipboard and a coastal station shall be carried on on the part of both by means of the same wave length. When in a particular case much interference results therefrom the two stations may by common consent change this wave length. In this way a coastal station and a station on shipboard can agree between themselves to pass from a wave length of 600 meters, by means of which they are corresponding, to one of 300 meters, or from 300 to 600 meters. The stations shall, however, return to their normal wave lengths as soon as the transmission of the message or messages is finished."

REASONS.

Experience has shown the necessity for introducing this provision in order to prevent unnecessary interference and to provide all the means of communication possible for public correspondence.

IV.

1. The International Bureau shall be charged with drawing up a list of radio stations of the class referred to in article 1 of the Convention. Such list shall contain for each station the following data:

(1) Name, nationality, and geographical location in the case of coastal stations; name, nationality, distinguishing signal of the International Code, and name of ship's home port in the case of stations on shipboard.

(2) Call letters (the calls shall be distinguishable from one another, and each must be formed of a group of three letters).

(3) Normal range.

(4) Radio system.

(5) Class of receiving apparatus (recording, acoustic, or other apparatus).

(6) Wave lengths used by the station (the normal wave length to be underscored).

(7) Nature of service carried on by the station:

General public correspondence.

Limited public correspondence (correspondence with vessels . . . .; correspondence with shipping lines . . . .; correspondence with ships fitted with apparatus of the . . . . system, etc.).

Long-range public correspondence.

Correspondence of private interests.

Special correspondence (exclusively official correspondence), etc.

(8) Hours during which the station is open.

(9) Coastal rate or shipboard rate.

2. The list shall also contain such data relating to radio stations other than those specified in article 1 of the Convention as may be communicated to the International Bureau by the management of the Radio Service ("administration") to which such stations are subject.

PROPOSITIONS.

GERMANY (1st).

Paragraph 1. Replace the present text by the following:

"1. The International Bureau shall draw up, publish, and revise from time to time an official chart of coastal stations in which the normal range of these stations shall also be indicated. This chart shall contain, in addition, data concerning the principal lines of steam navigation and the time usually employed by vessels to make the voyage between the different ports."

REASONS.

The reception of telegrams will be facilitated if the posting offices have at their disposition a chart drawn up in accordance with a uniform system which shall give the information mentioned above.

"2. It shall draw up and publish a list of radio stations of the class referred to in article 1 of the Convention, and from time to time supplements to this list announcing additions and changes. Such list shall contain for each station the following data."

REASONS.

With a view to making the wording of this paragraph conform as closely as possible to that of Article LXXXIV, paragraph 5, of the Telegraph Regulations, as revised at Lisbon.

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

LXXXIV.

5. It compiles and publishes a nomenclature of the telegraph offices open for the international service, including coast radio stations and periodical annexes to this work, showing the necessary additions and modifications.

GERMANY (2d).

Change paragraph 1 as follows:

"1. In the case of coastal stations: Name, nationality, and geographical location. In the case of stations on shipboard: Name, nationality, distinguishing signal of the International Code, name of the ship's home port, name of the charterer, name of the contractor who works the station when it is not worked by the charterer himself, character of the personnel operating the station (professional radio operators or the personnel of the ship)."

REASONS.

In the interest of the accounts and in consideration of the two different examinations proposed for radio operators on shipboard (professional operators and the personnel of the ships; see the proposition made under paragraph 3 (b) of Article VI).

SPAIN.

It would be well to submit for consideration by the Conference the desirability of having the descriptive lists contain the names of the companies working the stations on shipboard if they are not worked by the owners of the ships. This management is of the opinion that such shipowners should enter into an agreement with the station contractors, as otherwise complications would arise in accounting with a National Government, even though the result should be advantageous to the station contractors.

FRANCE.

Paragraph 1. Replace this paragraph with the following text:

"The International Bureau shall be charged with drawing up a list of radio stations of the class referred to in article 1 of the Convention. Such list shall contain for each station the following data:

"(1) Name, nationality, and geographical location indicated by the *territorial subdivision* in the case of coastal stations; name, nationality, distinguishing signal of the International Code of signals in the case of stations on shipboard;

"(2) Normal range by day and by night;

35144—12——5

"(3) Characteristic indications of the transmitting system (musical note, etc.);

"(4) Wave lengths used by the stations (the normal wave length to be underscored);

"(5) Nature of the services carried on by the station and the duration of the service;

"(6) Indication of the time and manner of sending time signals and meteorological telegrams;

"(7) Coastal rate or shipboard rate."

REASONS.

The present list contains certain unnecessary data which has no other effect but to add to the weight and increase the cost of the document.

It is proposed therefore to publish only the necessary data for fixing the charges and dispatching radiograms.

The geographical position shall be indicated merely by means of the territorial subdivision.

Call letters shall be omitted and replaced by the distinguishing signal of the International Code of Signals. It is, in fact, unnecessary to have two signals designating the same ship.

Two numbers should be given for the range; one for the range by day, the other for the range by night, in view of the difference existing between these two numbers.

Information concerning the nature of the radio system and the class of receiving apparatus is not needed; it seems preferable to replace such data by information concerning the character of the transmission.

As will be seen further on, the nature and duration of the service carried on by the station should be indicated by the use of letters.

The hour and the manner of sending time signals and meteorological radiograms should be indicated in the list in view of the interest which a knowledge of these elements would have for ships.

Finally, the adoption of the proposition presented under Article XII would make the publication of the coastal rates and shipboard rates unnecessary since the rates there indicated are the ones which would be employed.

GREAT BRITAIN.

Paragraph 1. Under 1, cancel:

"Distinguishing signal of the International Code."

Under 3, replace the present text by the following:

"3. Normal range by day, and in case of stations continuously open to service also the normal range by night."

REASONS.

It is desirable to make known as fully as possible the true "normal range." It has happened that a ship, although within the radius of action of the normal range of a station as published in the lists, has not been able to communicate with this station.

BRITISH INDIES.

It seems necessary for the International Bureau to publish, in connection with the name of each ship or of each station, the name and address of the special central office with which accounts should be settled.

REASONS.

At present it is necessary in the British Indies to obtain this information from the operator on board the ship.

ITALY (1st).

In case of the approval of the proposition relating to Articles I, II, and VI an additional paragraph should be added to Article IV, number 6*a*, to read as follows:

"6*a*. The musical tone of the transmission;"

ITALY (2d).

Add a new item under paragraph 1, to read as follows:

"10. Management, company, or individual who works a station."

REASONS.

The addition of the new item under paragraph 1 is necessary to indicate by whom a station is worked. It may in fact happen that coastal stations may be worked by private companies instead of by the Government of the country in which they are installed. Furthermore the stations on shipboard may be worked by a radio telegraph company and not by the navigation companies who own the ships in which the stations are installed.

The information in question is necessary when a special form of accounting for radio telegraphy, provided and authorized by the regulations, must be followed.

The Italian management recently availed itself of this privilege of regulating in a special manner the settlement of its accounts with the Marconi company.

ITALY (3d).

Paragraph 2. Replace the words "by the management to which such stations are subject," by the following text:

"By the management or the company to which such stations are subject, either in the case of managements adhering to the Convention or of managements which are not adherents but which have made the declaration referred to in Article IX."

REASONS.

The change proposed for the last item of the same article has for its object the introduction into the list of all stations open to public service, provided the interested managements have assured the payment of the charges which may eventually become due.

JAPAN.

Paragraph 1. Revise item 3 as follows:

"3. Normal range (indicate the normal range by day and that by night);"

REASONS.

There is a sensibly appreciable difference between the range by day and that by night. It therefore seems necessary to indicate the normal range by classing it under two heads.

FRANCE.

Add a third paragraph as follows:

"3. The following notations shall be adopted in documents for use by the International Service to designate radio stations:

"PG Station open to general public correspondence.
"PR Station open to limited public correspondence.
"P Station for correspondence of private interests.
"O Station open exclusively for official correspondence.
"N Station having continuous service.
"C Station carrying on full service during the day from 8 a. m. to 9 p. m.
"L Station carrying on service limited to certain hours.

"The first four notations may be combined with the last three."

REASONS.

In order to reduce the data contained in the list it is proposed to adopt the method employed for the list of telegraph offices consisting in the use of notations for designating the nature and duration of the service carried on by the offices. The notations given above seem to be sufficient for all cases; if necessary, certain of them could be specially amplified by repetitions.

GREAT BRITAIN.

Add a new paragraph as follows:

"3. (*a*) The word "radio" should be added to the name of each coastal station published in the official list.

"(*b*) The name of a station on shipboard published in the first column of the official list should be followed, in case there are several vessels of the same name, by the call letters of this station."

REASONS.

It is proposed to add the word *radio* to the name of the coastal station instead of putting it in the preamble with a view (*a*) to making the omission of this word less probable in the course of transmission, and (*b*) to establishing a difference between the telegraph offices and the coastal stations bearing the same name.

It is proposed to submit to the conference the suggestion of designating every coastal station established in a little-known locality by the name of a large neighboring seaport or city, followed by the word *radio*.

Sometimes several ships of the same nationality bear the same name. In such cases the present instructions given for the purpose of distinguishing such ships entail unnecessary transmissions. It would be better for the radio service to use for this purpose the call letters. (See amendment to Art. XI.)

V.

The exchange of superfluous signals and words is prohibited to stations of the class referred to in article 1 of the Convention. Experiments and practice will be permitted in such stations in so far as they do not interfere with the service of other stations.

PROPOSITIONS.

FRANCE (1st).

Complete this article by the following sentence:

"Practice shall be carried on with wave lengths different from those authorized for public correspondence."

REASONS.

The present text is not sufficiently definite; it seems necessary to specify that the use of the wave lengths for commercial service is prohibited in sending messages for practice.

This measure will lessen interference produced by practice.

FRANCE (2d).

Add a new article, as follows:

Article V a.

"1. A chart defining the zone covered by each coastal station open to general public correspondence shall be established in accordance with the rule fixed by Article XXX, paragraph 1.

"Except in case of distress, a ship shall not correspond with any other coastal station than the one in whose zone it is.

"2. All stations are bound to carry on traffic with the minimum of power necessary to assure safe communication.

"3. Waves sent out by a station shall be as pure and as little damped as possible.

"4. Stations used for determining the position of ships (radiophares) shall not have a range greater than 30 nautical miles.

"Coastal stations charged with sending time signals and the transmission of meteorological radiograms shall not be limited as to the power to be used for sending the said signals and radiograms."

REASONS.

The object of this new article is to facilitate the exchange of radiograms by avoiding interference between the different stations.

In order to define the measure proposed, a chart shall be published showing the zone covered by each coastal station on a basis of the rule established in Article XXX, paragraph 1. (A sample chart for French coastal stations is shown with the French text, published in Berne.)

The provision made by Article XXVIII has been introduced into this article as being more appropriately placed.

It seems necessary to define the conditions to be fulfilled by waves sent out by the stations.

It would seem that the range of stations designed for determining the position of ships should be fixed at 30 miles, as beyond this range information furnished by such stations is no longer sufficiently accurate.

Finally, in regard to stations charged with sending time signals and meteorological radiograms, no maximum of power should be imposed in order to permit such stations to be heard at as great a distance as possible.

VI.

1. No station on shipboard shall be established or worked by private enterprise without authority from the Government to which the vessel is subject. Such authority shall be in the nature of a license issued by said Government.

2. Every station on shipboard that has been so authorized shall comply with the following requirements:

(*a*) The system employed shall be a syntonized system.

(*b*) The rate of transmission and reception, under normal conditions, shall not be less than 12 words a minute, words to be counted at the rate of 5 letters each.

(*c*) The power transmitted to the radio apparatus shall not, under normal conditions, exceed 1 kilowatt. Power exceeding 1 kilowatt may be employed when the vessel finds it necessary to correspond while more than 300 kilometers (161.88 nautical miles) distant from the nearest coastal station, or when, owing to obstructions, communication can be established only by means of an increase of power.

3. The service of the station on shipboard shall be carried on by a radio operator holding a certificate issued by

the Government to which the vessel is subject. Such certificate shall attest the professional efficiency of the operator as regards—

(*a*) Adjustment of the apparatus.

(*b*) Transmission and acoustic reception at the rate of not less than 20 words a minute.

(*c*) Knowledge of the regulations governing the exchange of radio correspondence.

4. The certificate shall furthermore state that the Government has bound the operator to secrecy with regard to the correspondence.

PROPOSITIONS.

GERMANY (1st).

Paragraph 2. Replace (*a*) by the following:

"(*a*) The logarithmic decrement of the aerial shall be less than 0.15; the receiving system shall be a syntonized system."

REASONS.

The term "syntonized system" is not sufficiently exact, each system being syntonized more or less. It would seem better to fix the degree of syntonization which is determined by logarithmic decrement.

GERMANY (2d).

Paragraph 2. Replace the first sentence of (*c*) by the following text:

"The power emitted by the aerial shall not, under normal conditions, exceed 0.75 kilowatt."

In the second sentence replace the words "one kilowatt" by "0.75 kilowatt."

REASONS.

The present wording admits of doubt as to whether the expression "one kilowatt" refers to the power transmitted to the primary circuit or to that transmitted to the secondary circuit (aerial). Only the power emitted by the aerial should enter into the consideration. In order to avoid as fully as possible reciprocal interferences, a power of 0.75 kilowatt emitted by the aerial should be considered as sufficient.

AUSTRIA.

Paragraph 2 (*c*). Replace the text of (*c*) by the following:

"The power transmitted to the radio apparatus shall not exceed the power necessary to produce the desired effect."

REASONS.

The majority of stations on board modern commercial ships have a power of 2 kilowatts.

FRANCE.

Paragraph 2. Replace the text of this paragraph by the following:

"2. Every station on shipboard that has been so authorized shall comply also with the following conditions:

"(*a*) The rate of transmission and reception, under normal conditions, shall not be less than 12 words a minute, words to be counted at the rate of 5 letters each;

"(*b*) Receiving apparatus shall be able to receive with the greatest possible assurance against interference all the business provided for in the present Regulations."

REASONS.

The changes proposed are entailed by Article V–a. Moreover it seems necessary to require that stations on shipboard shall be organized so as to be able to receive with a maximum assurance against interference in order to avoid as much as possible requests for repetition.

GREAT BRITAIN (1st).

Paragraph 2 (*a*). Replace the present text by the following:

"(*a*) The system employed shall be a system of electrical selection so far as the transmitter is concerned; that is to say, that the transmission of waves, while producing the maximum excitation in a receiver suitably tuned or adjusted to these waves, shall be of a nature not to affect unduly receivers not so tuned or adjusted."

REASONS.

The term "electrical selection" seems to define more exactly the meaning of this provision.

The expression "syntonized" is susceptible of being incorrectly interpreted.

GREAT BRITAIN (2d).

Paragraph 2 (*b*). Replace "twelve words a minute" by "twenty words a minute."

REASONS.

It being known that the radio operator on shipboard must be capable of transmitting and receiving 20 words a minute, it is only right that the installation on shipboard should be of a nature to permit the same rate of work.

ITALY (1st).

Paragraph 2. Add at the end of (*a*):

". . . . . with transmission by a musical note comprised between the tones . . . . . (indicate the tones which shall be fixed by the proposition referring to Article II, in the new No. 3 submitted for consideration)."

REASONS.

The same as those given for the propositions submitted for Articles I, II, and III.

ITALY (2d).

Paragraph 2. Cancel (*c*).

REASONS.

The proposition to suppress (*c*), paragraph 2 of Article VI of the Regulations, has its reason in the fact that limitation to 1 kilowatt for the power transmitted to the radio apparatus is not sufficient for the practical needs in working. In fact, installations on board Italian and foreign ships almost always have a greater power.

NETHERLANDS.

Paragraph 2. Suppress (*c*).

REASONS.

To associate the power with the distance does not seem to conform to the technical nature of the installations.

GERMANY (1st).

Paragraph 3 (*a*). Cancel the comma and add the words:
"and a knowledge of their manner of functioning;".

REASONS.

It is necessary that the examination should show that radio operators on shipboard understand the functioning of the apparatus in order that such operators shall also be able to repair without delay any derangements of the apparatus which may occur.

GERMANY (2d).

Paragraph 3 (*b*). Add at the end:
"* * * in the case of professional radio operators, and twelve words a minute in the case of the personnel of ships."

REASONS.

The present conditions of the examinations are too difficult to be fulfilled by the personnel of ships, especially those of freight steamers and fishing vessels.

AUSTRIA.

Paragraph 3 (*b*). Replace the number "20" by the number "16."

REASONS.

Although radio operators of warships attain a rate of 100 letters or figures a minute, those of commercial vessels, and especially the radio operators on board freight ships, very rarely attain this rate.

35144—12——6

BELGIUM.

Paragraph 3. Change the wording of the first sentence of this paragraph as follows:

"* * *, provided such operator is not already in possession of a certificate from another contracting Government. The certificate * * *" ("the" instead of "such").

REASONS.

It sometimes happens that a radio operator in charge of the service of a station on shipboard under one of the contracting countries, and therefore possessing the regulation certificate, is assigned to the service of a station on board a ship of another nationality.

In such case the present text compels the Government to whom the last-named ship is subject to submit the efficiency of the operator to new proof, although his efficiency has already been recognized by another Government. This formality would seem to be superfluous.

DENMARK.

Paragraph 3 (*b*). New wording:

"The rate of transmission and acoustic reception in case of radio operators carrying on the service of large ships authorized to have more than fifty passengers on board, shall not be less than twenty words a minute, and in the case of radio operators carrying on the service of other stations on shipboard it shall not be less than twelve words a minute."

REASONS.

The provision of the present Regulation that the radio operator shall be able to transmit and receive radiograms at a rate not less than 20 words a minute constitutes a serious obstacle to the employment of radio telegraphy on board ships of small tonnage or on board ships designed solely for carrying merchandise. The correspondence with such ships is slight, and the radio work must be performed by a member of the crew.

The difficulty of receiving and transmitting at a rate of 20 words a minute is too great for mariners, and the proposition in question compels the shipowners to hire a man especially for the radio service, which is too expensive, or to give up the station.

ITALY (1st).

Add to Article VI the following paragraph:

"5. Stations on shipboard, when the ship is under way, shall be manned during the first fifteen minutes of each hour, such hour to be referred to a special meridian, which shall be determined.

"This is for the purpose of assuring the reception and transmission of radiograms as well as the reception of calls of distress."

REASONS.

Article 9 of the Radio Telegraph Convention compels stations to accept by absolute priority calls of distress coming from ships.

However, it is necessary to insert a special provision to compel ships under way to have an operator at the radio instruments listening in at fixed intervals of time in order to respond promptly to such calls.

The proposition is intended to assure the reception of urgent communications by ships, which does not seem obligatory, since, for example, the English Radio Telegraph Regulations, under article 6, last sentence, clearly indicate that English ships are not compelled to exchange communications with other ships except in case of distress; but there is no provision for putting the ships in a condition to receive without fail the communications referred to above.

ITALY (2d).

Insert a new article as follows:

"ARTICLE VI–a.

"Stations on shipboard reserved for general public service should have a minimum normal range of 300 kilometers (161.88 nautical miles). This range shall be guaranteed by the managements in question by means of a regular supervision in order to be certain that the power of the installations is sufficient. Account shall be taken of the efficiency of the system adopted for transmission compared with a standard receiving system."

REASONS.

The adoption of Article VI–a would tend to assure the efficiency of the stations on shipboard either for calls in case of distress or for the transmission of radiograms on the high seas sent from one ship to another for the purpose of reaching the Continent.

In order to promote the efficiency of the control to be exercised over the installations on shipboard by the managements with a view to guaranteeing a range of 300 kilometers, the necessary power of the different systems of radio telegraphy should be determined by reference to a standard receiving system (aerials, type of electrolytic detector, known circuits of resonance, earth wires).

ITALY (3d).

Add a new article, VI–b, to read as follows:

"ARTICLE VI–b.

"Stations of high power specially indicated in the list of radio stations shall give periodically, and at stated times, the local time signal or that of the standard meridian of the district in which the stations are located in order that ships at sea may be able to regulate their chronometers.

"In the case of stations of high power located in the same district, the signal above mentioned shall be sent at different times indicated in the list of radio stations."

REASONS.

The reasons for this proposition are self-evident.

VII.

If the management of the radio service of a country has knowledge of any infraction of the Convention or of the Regulations committed in any of the stations authorized by it, it shall ascertain the facts and fix the responsibility.

In the case of stations on shipboard, if the operator is responsible for such infraction, the management of the radio service shall take the necessary measures; and if the necessity should arise, withdraw the certificate. If it is ascertained that the infraction is the result of the condition of the apparatus or of instructions given the operator, the same method shall be pursued with regard to the license issued to the vessel.

2. In cases of repeated infractions chargeable to the same vessel, if the representations made to the management of the country to which the vessel is subject by that of another country remain without effect, the latter shall be at liberty, after giving due notice, to authorize its coastal stations not to accept communications proceeding from the vessel at fault. In case of disagreement between the managements of the radio service of two countries, the question shall be submitted to arbitration at the request of either of the two Governments at issue. The procedure in such case shall be the same as indicated in article 18 of the Convention.

2. Hours of Service of Coastal Stations.

VIII.

1. The service of coastal stations shall, as far as possible, be constant, day and night, without interruption.

Certain coastal stations, however, may have a service of limited duration. The management of the radio service of each country shall fix the hours of service.

2. The coastal stations whose service is not constant shall not close before having transmitted all their radio-

grams to the vessels which are within their radius of action, nor before having received from such vessels all the radiograms of which notice has been given. This provision is likewise applicable when vessels signal their presence before the actual cessation of work.

PROPOSITIONS.

FRANCE.

Change the title as follows:
"3. Address of Radiograms."

REASONS.

(See below under Art. IX.)

3. Form and Posting of Radiograms.

IX.

If the route of a radiogram is partly over telegraph lines or through radio stations subject to a noncontracting Government, such radiogram may be transmitted provided the managements of the radio service to which such lines or stations are subject have declared that, if the occasion should arise, they will comply with such provisions of the Convention and of the Regulations as are indispensable to the regular transmission of radiograms and that the payment of charges is insured.

PROPOSITIONS.

BULGARIA.

Change the article as follows:
"The transmission of a radiogram originating in a nonadhering country over the lines or through the radio stations of adhering countries shall not be permitted except on condition that the Government of the nonadhering country in which the radiogram originated has declared that, if the occasion should arise, it will comply with such provisions of the Convention and of the Regulations as are indispensable to the regular transmission of radiograms, and that the payment of charges is assured.
"This declaration shall be made to the International Bureau and communicated to the offices of the Telegraph Union."

REASONS.

The question here seems to be rather that of permitting the transmission of radiograms originating in a nonadhering country over the lines or through the radio stations of adhering countries, similar to the stipulations of Article XVII of the Universal Postal Convention of Rome, regulating the relations between the countries outside the Union and the countries of the Union, by intermediation of a neighboring country belonging to the Union with a country outside the Union. In fact the question arises: Are the present stipulations of Article IX obligatory or optional in the case of a nonadhering country, and what would the position of an adhering country be with respect to a nonadhering country which was not disposed to make the declaration required by this article in case the adhering country should need to have recourse to the service of the nonadhering country?

The present stipulations seem to contain an advantage for the nonadhering country in transmitting radiograms in transit over its lines or through its radio stations, and at the same time such transmission is made dependent upon the condition that the declaration in question has been made. Now, is it to be understood that in the absence, for example, of such a declaration on the part of a nonadhering country, adhering countries will be under the necessity of refusing to post radiograms the transmission of which would necessitate borrowing the telegraph lines of a nonadhering country, while paragraph 2 of Article XXXVI of the Regulations (similarly par. 6 of Art. LXII of the International Service Regulations, revised at Lisbon) provides that for transmission over telegraph lines radiograms shall be treated in accordance with the International Telegraph Regulations?

The Bulgarian management considers that in any event the present stipulations of Article IX should be elucidated in order to avoid misinterpretation.

EXTRACT FROM INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

RADIOGRAMS.

Reg. LXII.

1. A special nomenclature contains the particulars necessary for radio correspondence with ships at sea, especially the designations of stations and the radio charges.

2. Radiograms bear in the preamble the service instruction "Radio."

3. Radiograms are written in conformity with the rules in chapter 4, and subject to the application of the provisions of Reg. LX. The use of groups of letters taken from the International Code of Signals is permitted.

4. The charge for a radiogram comprises:

(1) The charge for transmission over the lines of the telegraph system, calculated according to the general rules.

(2) The charge proper to the transmission over sea, viz:

(*a*) The coast charge.

(*b*) The ship charge.

These two latter rates are indicated in the Nomenclature of Radio Stations.

The total charge for a radiogram is collected from the sender.

5. Radiograms which, notwithstanding their defective reception, are considered by the coast station fit for delivery, bear in the preamble the service instruction "Reception doubtful," which is transmitted to destination.

6. In respect of transmission over the lines of the telegraph system, radiograms are treated, for accounting purposes, in conformity with the provisions of chapter 18.

As regards the maritime transit, the coast and ship charges are included in special monthly accounts.

These accounts are made out by the administrations responsible for the coast stations, radiogram by radiogram, with all necessary particulars, within six months from the month to which they relate.

7. In respect of radiograms destined for ships, the administration which has collected the charges is debited directly with the coast and ship charges by the administration responsible for the coast station.

8. Modifications of the provisions of the present regulations relating to radiograms, which may be rendered necessary in consequence of decisions of future radio telegraph conferences, will be brought into force on the date fixed for the application of the provisions adopted by each of these latter conferences.

FRANCE.

Transfer Article IX to section 13—"Miscellaneous provisions."

REASONS.

The modifications proposed relate to questions of form.

It seems preferable that the provisions of Article IX should be placed in the chapter on miscellaneous provisions.

In the same way rules concerning the constitution of the preamble should be inserted in the chapter of rules referring to transmission, analogous to what has been done in International Telegraph Regulations.

It results from the foregoing that the title of section 3 applies only to the address of radiograms.

X.

1. Radiograms shall show in the preamble that the service is radio.

2. In the transmission of radiograms of shipboard stations to coastal stations the date and hour of posting may be omitted in the preamble.

Upon reforwarding a radiogram over the telegraph system the coastal station shall show thereon its own name as the office of origin, followed by that of the vessel, and shall state as the hour of posting the hour when the radiogram was received by it.

PROPOSITIONS.

FRANCE.

Transfer this article to section 6*c*.

"Transmission of radiograms."

REASONS.

(See above under Art. IX.)

GREAT BRITAIN.

(See proposition under par. 2.)

ITALY.

Change the first paragraph as follows:

"1. Radiograms shall contain as the first word of the preamble the designation of the service: 'Radio.'"

REASONS.

The word *radio* serves to designate a special class of telegrams similarly to the words *press*, *urgent*, *state*, etc., which are given the first place in the preamble. There is no reason why the same method should not be followed for the designations to be given to radiograms, especially as the word *radio* placed at the beginning of the preamble could scarcely fail to be transmitted.

NETHERLANDS.

Insert, between paragraphs 1 and 2 of this article, paragraph 2 of Article XVII, and change the number of the present paragraph 2 to 3.

REASONS.

It seems logical to transfer the provision in question to Article X of the division "Form and posting of radiograms."

AUSTRIA.

Paragraph 2, second item. Replace the text of the second item by the following:

"Upon forwarding a radiogram over the telegraph system the coastal station shall show thereon its own name, followed by that of the vessel and that of her nationality, as the office of origin; the hour when the radiogram was received shall be given as the hour of posting."

REASONS.

The indication of the nationality of the vessel is desirable in order to facilitate the settlement of international accounts.

GREAT BRITAIN.

Replace the present text of paragraphs 1 and 2 by the following:

"1. In the transmission of radiograms from a station on shipboard to a coastal station the hour of posting may be omitted in the preamble; the date of posting shall be indicated only when it is different from the date of transmission of the radiogram to the coastal station.

"2. Upon forwarding a radiogram over the ordinary telegraph lines the coastal station shall show thereon the name of the vessel of origin or, if necessary, that of the last vessel which served as intermediary, as the name of the office of origin. These designations

shall be followed by the name of the coastal station, to which shall be added the word *radio*, for example "Ushantradio." There shall likewise be indicated the date and hour of reception of the radiogram by the coastal station, followed, if necessary (see par. 1), by the *date* of posting at the station on shipboard."

REASONS.

It is desirable to indicate the date of posting on shipboard when it is different from the date of reception at the coastal station, as well as the name of the last ship which served as intermediary in the case of forwarding radiograms. The omission of these designations might lead to misunderstanding.

It is desirable to suppress the word *radio* in the preamble and to add this word to the name of the coastal station, believing that there would be less probability of this word being overlooked in the course of transmission, and with a view to avoiding any confusion with a telegraph office of the same name.

The present practice being capable of giving rise to mistakes, the name of the ship or ships should precede the name of the coastal station in the preamble.

XI.

The address of radiograms intended for ships at sea shall be as complete as possible. It shall embrace the following:

(*a*) The name of the addressee, with additional designations, if any.

(*b*) The name of the vessel as it appears in the list, supplemented by her nationality and, if necessary, by her distinguishing signal of the International Code, in case there are several vessels of the same name.

(*c*) The name of the coastal station as it appears in the list.

PROPOSITIONS.

GERMANY.

(*b*) Add at the end the following words:

"However, the name of the vessel may be written as a single word and shall then be counted for as many words as the number of its characters divided by 15."

REASONS.

With a view to removing doubts which have arisen on this subject.

35144—12——7

BELGIUM.

Change (*b*) as follows:

"(*b*) The name of the vessel as it appears in the international list, supplemented by her nationality, and, if necessary, by her distinguishing signal of the International Code; each of these designations to be counted as one word whatever may be the number of characters which they contain."

REASONS.

The present wording permits the belief that the designation of the nationality of the vessel is obligatory, while it *should* be mentioned only when there are several vessels of the same name.

On the other hand, it is reasonable to rate as a single word the name of a station on shipboard, as such station constitutes the address of the radiogram in the same way as a coastal station, although Article X of the Convention provides that the latter should be considered as the address.

FRANCE.

Replace the text of this article by the following:

"The address of radiograms intended for ships at sea should be as complete as possible. It shall embrace the following:

"(*a*) The name of the addressee, with additional designations, if any;

"(*b*) The name of the vessel as it appears in the list. In case there are several vessels of the same name, this name shall be supplemented either by the nationality of the vessel or by her distinguishing signal of the International Code of Signals;

"(*c*) The name of the coastal station as it appears in the list.

"However, the name of the vessel may be replaced, at the sender's risk, by the designation of the route to be followed by such vessel as determined by the name of the ports of departure and destination or by any equivalent information."

REASONS.

The changes proposed for (*b*) are intended to make the present text more exact, which now seems to require the designation of the nationality in all cases.

By adding the last paragraph additional facility is afforded to the sender in case, as often happens, he does not know the name of the vessel on which the addressee is to be found.

GREAT BRITAIN.

(*b*) read:

"(*b*) Name of the vessel as it appears in the first column of the official list."

(*c*) Cancel the period and add "official."

REASONS.

(See Art. VI.)

NETHERLANDS.

(*b*) Read as follows:

"(*b*) The name of the vessel as it appears in the list, supplemented by her nationality and, if necessary, by her distinguishing signal of the International Code in case there are several vessels of the same name."

REASONS.

The present wording does not show distinctly that the mention of the nationality is obligatory only in case there are several vessels of the same name.

The new wording agrees with that occurring on page 231 of the Berlin document.

ITALY.

Introduce a new article, XI–a, to read as follows:

"ARTICLE XI–A.

"The public may request that coastal stations not having constant service prolong the duration of their service during the night in order to transmit radiograms to stations on shipboard or to receive such radiograms from them. The additional rates for such service shall be charged to the sender and collected at the same time as the rates for ordinary telegrams and radiograms.

"Each management shall make known the amount of such additional rates. The information relating thereto shall be given in the official list of radio stations.

"The charges above mentioned shall be credited to the management to which the coastal station prolonging its service is subject in the special accounts for radiograms.

"The request for night service shall be made in the radiograms by the proper designation (*x* nights) placed immediately in front of the address. The letter *x* indicates the number of nights during which the coastal station shall prolong its service after the arrival of the radiogram."

REASONS.

The reasons for the proposition are self-evident.

GREAT BRITAIN.

New article to be inserted before Article XII:

"ARTICLE XI–A.

"In the address the name of the vessel as it appears in the first column of the official list shall in every case and independently of its length be counted as one word."

REASONS.

It seems that the time has come for the names of vessels to be treated in the same manner as those of telegraph offices of destination. (Art. XIX of the Telegraph Service Regulations.)

ARTICLE XIX OF THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

XIX.

1. The following are counted as one word in all languages:

1st. In the address—

a. The name of the telegraph office of destination written as it appears in the first column of the official nomenclature of offices and completed by any indications which appear in that column;

b. The names of territorial subdivisions or countries, respectively, if written in conformity with the said nomenclature or their alternative names given in the preface;

2d. In telegraph money orders, the name of the postal issuing office, the name of the postal paying office, and that of the locality where the payee resides;

3d. Every code word fulfilling the conditions laid down in Regulation VIII;

4th. Every isolated character, letter, or figure, as well as every sign of punctuation, apostrophe, or hyphen, transmitted at the request of the sender (Reg. XVIII);

5th. Underline;

6th. Parentheses (the two signs which serve to form them);

7th. Inverted commas (the two signs placed at the commencement and end of one and the same passage);

8th. Supplementary instruction written in the abridged form admitted by Regulation X.

2. When the different parts of each of the expressions charged for as one word and indicating—

1st. The office of destination;

2d. The territorial subdivision;

3d. The country of destination;

4th. The names indicated above appearing in telegraph money orders, are not written as one word, the counter clerk joins them up.

3. In telegrams in which the text is written entirely in plain language each ordinary word and each authorized compound are counted, respectively, at the rate of one word for each fifteen characters, according to the Morse alphabet, plus one word for the excess, if any.

4. In code language the maximum length of a word is fixed at ten characters, counted according to the prescriptions of Regulation VIII, paragraph 3.

Words in plain language inserted in the text of a mixed telegram—i. e., composed of words in plain language and of words in code language—are counted each at the rate of one word for each indivisible series of ten characters which they contain. If the mixed telegram contains, in addition, passages in cipher language, the passages in cipher are counted according to the prescriptions of paragraph 7 hereafter.

If the mixed telegram is only composed of passages in plain language and of passages in cipher language, the passages in plain language are counted according to the prescriptions of paragraph 3 of the present regulation, and the passages in cipher language according to the prescriptions of paragraph 7 hereafter.

5. The address of telegrams the text of which is wholly or partially written in code language is charged for according to the prescriptions of paragraphs 1 and 3 of the present regulations. The signature is charged for according to the same prescriptions, those of paragraph 1 (1st) excepted.

6. Words separated by an apostrophe or joined by a hyphen are counted as separate words.

7. Groups of figures or of letters, commercial marks composed of figures and letters, are counted at the rate of one word for each five figures or letters which they may contain, plus one word for any excess. Each of the combinations ae, aa, ao, oe, ue, and ch is counted as two letters.

Full stops, commas, colons, dashes, and bars indicating fractions are each counted as a figure or a letter in the group in which they occur. This also applies to each letter added to groups of figures to form ordinal numbers, as well as to letters or figures added to the number of a house in an address, even in the case of an address in the text or in the signature of a telegram.

8. Combinations or alterations of words contrary to the usage of the language are not admitted; the same applies to combinations or alterations dissimulated by means of reversal of the order of letters or syllables. Nevertheless, the

names of towns and countries; surnames belonging to one person; names of places, squares, boulevards, streets, and other kinds of public thoroughfares; names of ships, whole numbers, fractions, decimal or fractional numbers written entirely in words, and compound words admitted as such in the English and French languages, and which can, when required, be justified by the production of a dictionary, may be respectively grouped as one word each without apostrophe or hyphen.

9. The counting of the office of origin is decisive, both for purposes of transmission and of the international accounts. Nevertheless, when the telegram contains combinations or alterations of words of one of the languages of the country of destination, or of a language other than those of the country of origin, contrary to the usage of such language, the office of destination has the right to recover from the addressee the amount of charge not collected. If this right is exercised, the telegram is only delivered to the addressee on payment of the short charge. In case of refusal to pay, a service advice thus worded is addressed to the office of origin: "Vienna from Paris 5.10 p. m. = No. * * * (name of addressee) * * * (reproduce the words wrongly combiner or altered) * * * words (indicate number of words properly chargeable)." If the sender, duly notified of the reason for nondelivery, agrees to pay the excess, a service advice thus worded is addressed to the delivery office: "Paris from Vienna 7 p. m. = No. * * * (name of addressee) short charge collected." On receipt of this service advice the office of destination delivers the telegram.

10. When the administration of origin discovers after the charge has been collected that a telegram contains either inadmissible combinations or alterations of words, or expressions of words, which, although not fulfilling the conditions of plain or code language, have been charged for as belonging to these languages, it applies to these expressions of words, for the calculation of the short charge to be recovered from the sender, the rules to which they should have been respectively subjected. The combinations or alterations are counted in accordance with the number of words which they would contain if they were written in the usual manner.

The administration of origin acts in the same way when irregularities are pointed out to it by a transit administration or by the administration of destination. Nevertheless, neither of these two latter administrations may delay the forwarding or delivery of the telegram, except in the cases provided for in paragraph 9.

4. Rates.

XII.

The coastal rate shall not exceed 60 centimes (11.6 cents) a word, and the shipboard rate shall not exceed 40 centimes (7.7 cents) a word.

A minimum rate per radiogram, not to exceed the coastal rate or shipboard rate for a radiogram of 10 words, may be imposed as coastal or shipboard rate.

PROPOSITIONS.

SOUTH AFRICA (UNION OF).

Add the following:

"When two coastal stations subject to the same management participate in the transmission of a radiogram, one coastal rate only shall be collected. One coastal rate only shall likewise be collected when a coastal station serves as intermediary for the transmission of a radiogram between two stations on shipboard."

REASONS.

Coastal stations open to the service of public correspondence and subject to one contracting management, with the exception of long-range stations, should be considered as belonging to the same radio system, and in the matter of accounts only one coastal rate should, in principal, be collected in addition to the ordinary terminal rate for the transmission over the telegraph lines of the country.

The collection of double rates is of a nature to make the rates prohibitive to some extent, while all the facilities that radio telegraphy can offer should be accorded to the public.

GERMANY.

Add the following:

"In the case of radiograms received by coastal station or station on shipboard by means of radio telegraphy and forwarded in the same manner, the coastal or shipboard rate shall not be collected more than once."

REASONS.

It seems right, with a view to facilitating the service, not to compute a double coastal or shipboard rate.

SPAIN.

Replace the present text by the following:

"The coastal rate shall not exceed 60 centimes a word, and the shipboard rate shall not exceed 40 centimes per word.

"When the range of stations exceeds 800 kilometers (431.68 nautical miles), or when their work is exceptionally difficult owing to the nature of their establishment or manner of working, the High Contracting Parties shall be at liberty to authorize higher rates.

"The minimum * * *."

REASONS.

The object is to make the Regulations agree with the Convention of Berlin, article 10, which reads:

"However, each of the High Contracting Parties shall be at liberty to authorize higher rates than such maximum in case of stations of ranges exceeding 800 kilometers or of stations whose work is exceptionally difficult owing to physical conditions in connection with the installation or working of the same."

FRANCE.

Replace the present text of Article XII with the following:

"1. The rates of all coastal stations shall be fixed at—

"1. 0.20 franc (3.86 cents) a word for radio communications within a zone not exceeding 400 kilometers (215.84 nautical miles).

"2. 0.40 franc (7.7 cents) a word for radio communications beyond such zone but not exceeding 2,000 kilometers (1,079.3 nautical miles).

"3. 0.60 franc (11.6 cents) a word for radio correspondence carried on over a zone of more than 2,000 kilometers (1,079.3 nautical miles).

"The rates of all stations on shipboard shall be fixed at—

"1. 0.20 franc a word for radio communications not exceeding 400 kilometers.

"2. 0.40 franc a word for all other communications.

"A minimum rate per radiogram not to exceed the coastal or shipboard rate for a radiogram of 10 words may be imposed as coastal or shipboard rate.

"2. In case of distances greater than 400 kilometers, every station on shipboard shall be bound to assure transmission of radiograms upon request by the coastal station or the station of origin on shipboard.

"A rate of 0.20 franc a word shall be paid to the station on shipboard participating in the forwarding of the radiogram. When, in rare cases, several stations on shipboard shall act as intermediaries for the transmission of a radiogram, such rate of transit shall be paid to the first station on shipboard acting as intermediary.

"In the case of radiograms intended for ships, the rate of transit of 0.20 franc shall be charged against the coastal station; in the case of radiograms originating in ships this rate of transit shall be collected over and above the rate of the station on shipboard."

REASONS.

Certain countries have already established a different rate for each station. It seems evident that a single coastal or shipboard rate does not present sufficient elasticity for all the requirements. Reduced rates are imposed in case of vessels making short voyages. On the other hand, improvement in the methods of transmission having necessitated more powerful, and therefore more costly stations, it is only reasonable to grant such stations a remuneration conformable to their services. Under such conditions it is logical that the rates should be proportional to the distances, as is the general rule in ordinary telegraphy.

However, in order to avoid too great complications, the French management proposes three rates for coastal stations: (1) 0.20 franc (3.86 cents) applicable to communications not exceeding 400 kilometers (215.84 nautical miles); (2) 0.40 franc (7.7 cents) for communications comprised between 400 kilometers and 2,000 kilometers (1,079.3 nautical miles); and (3) 0.60 franc (11.6 cents) for communications exceeding 2,000 kilometers.

In the case of stations on shipboard, two rates should be authorized: (1) 0.20 franc for communications at less than 400 kilometers and (2) 0.40 franc for communications exceeding 400 kilometers.

Furthermore, forwarding beyond 400 kilometers should be obligatory upon request from the sending office, but the first intermediate station on shipboard which shall have participated in forwarding the radiogram should receive a rate of transit of 0.20 franc, which should be paid to it by the coastal station in the case of radiograms intended for ships, and by the station on shipboard in the case of radiograms originating in ships. This manner of procedure would seem to entail the minimum of complications in the payment of rates and the settlement of accounts.

It should be understood that each country will be at liberty to fix, as it thinks proper, maritime rates for radiograms originating in

or destined for its territory and exchanged between a station of its territory and—

1. Vessels belonging to its navy.
2. Vessels carrying on a regular passenger service sailing from a port of its territory.

ITALY.

Add a new paragraph as follows:

"In the case of radiograms intended for yachts, the shipboard rate shall not be considered."

REASONS.

Yachts which exchange radiograms with coastal stations are quite numerous. It may be that Article IV of the Service Regulations is not intended to include under the designation *correspondence of private interest* correspondence with pleasure vessels. In this case it seems necessary to add to Article XII the paragraph given above, which does not contain any change relating to the provisions of the Regulations.

The payment of the ordinary and radio charges relating to radiograms originating on yachts should present no difficulties. In fact, governments to whom such vessels are subject might require the deposit of a sum sufficient to cover the amount of such charges.

XIII.

The country within whose territory a coastal station is established which serves as intermediary for the exchange of radiograms between a station on board ship and another country shall be considered, so far as the application of telegraph rates is concerned, as the country of origin or of destination of such telegrams and not as the country of transit.

PROPOSITIONS.

BELGIUM.

Complete this article by the following paragraph:

"The coastal station, however, shall be considered as the country of transit when it serves as intermediary for the exchange of radiograms between two stations on shipboard. In such case the coastal rate shall be applied both for reception and retransmission."

REASONS.

This article does not determine the rate to be applied when a coastal station serves as intermediary between two stations on shipboard.

There is double radio work without use being made of the ordinary telegraph lines. It seems that the collection of a double coastal rate is justifiable.

FRANCE.

Replace the present text of Article XIII with the following:

"1. The country within whose territory a coastal station is established which serves as intermediary for the exchange of radiograms between a station on shipboard and another country or another station on shipboard shall be considered, so far as the application of telegraph rates is concerned, as the country of origin or of destination of such telegrams and not as the country of transit.

"In the case of radiograms originating in ships at sea, the rate for transmission over telegraph lines shall be computed in accordance with the tariff in use in the country in which the coastal station receiving the radiogram is situated.

"2. In the case of radiograms originating in ships at sea intended for other vessels at sea and forwarded through the intermediation of one or two coastal stations the rate shall comprise:

"(1) The shipboard rates of the two ships;

"(2) The coastal rate applicable to communications with the vessel of origin and the coastal rate applicable to communications with the vessel of destination.

"(3) The telegraph rate applicable to transmission between two coastal stations. This rate shall be collected even if the radiogram was forwarded by the coastal station which received it."

REASONS.

The changes proposed are intended to regulate the exchange of radiograms between stations on shipboard by means of one or two coastal stations. Such cases frequently arise, and the regulations are not sufficiently exact in this respect.

The rate to be collected for this class of correspondence should comprise the shipboard rates of the two stations on shipboard, the coastal rates of the coastal stations, and the telegraph rate for transmission between these two stations. In case the transmission shall have been made by the intermediation of the same coastal station or of two coastal stations of the same country, it seems right to collect the interior rate of the country in which such coastal station or stations is located.

The second division of paragraph 1 defines the rule to be followed for the collection of the telegraph rate for transmission over the telegraph system. When the radiogram originated in the country in which the coastal station is situated, it is logical to apply the tariff in use in such country and not the rates provided by the International Telegraph Regulations and the appendix thereto.

This measure would imply particularly the application of the minimum conventionary rates and the general rates prevailing in such country.

5. Collection of Charges.

XIV.

The total charge for radiograms shall be collected of the sender.

Stations on shipboard shall to that end have the necessary tariffs. They shall be at liberty, however, to obtain information from coastal stations on the subject of rates for radiograms for which they do not possess all the necessary data.

PROPOSITIONS.

GERMANY.

Add a new paragraph as follows:

"If for any reason the coastal or the shipboard rate for a radiogram can not be determined at the time of sending, such radiogram may be accepted at the risk of the sender and the coastal and shipboard rates shall then be collected of the addressee. Such radiograms shall show in their preamble the indication *not paid* "PCV coastal and shipboard rates."

REASONS.

It would be to the interest of senders that radiograms of this kind be admitted. However, in order to avoid complications, there should be collected as a rule at the time of sending, in such cases, only the rate for transmission over the lines of the telegraph system.

FRANCE.

Add the following paragraph to Article XIV:

"At the time of posting a radiogram the sender should indicate the maritime rates to be applied. In case such information can not be furnished the rates of 0.40 francs (7.7 cents) for the coastal stations and of 0.40 francs for the shipboard station shall generally be applied."

REASONS.

As the tariff schedule provided under Article XII includes several rates for a coastal station and a station on shipboard, it is necessary that the sender should be given the privilege of choosing which one of the maritime rates he desires to have applied. However, in case the sender can not furnish any information on this subject, the rates for transmission of the radiogram within a zone comprised between 400 and 2,000 kilometers (215.84–1,079.3 nautical miles) should be applied.

GREAT BRITAIN.

Change the first paragraph as follows:

"The total rate for radiograms shall be collected of the sender with the exception, however, of (1) Express charges (Art. LVIII, par. 1, of the Telegraph Regulations); (2) the rates covering changes in the arrangement and meaning of words which were not admissible, as ascertained by the office or station of destination (Art. XIX, par. 9, of the Telegraph Regulations), such rates being collected of the addressee."

REASONS.

In view of the proposition to admit radiograms to be forwarded by express (Art. LVIII of the Radio Telegraph Regulations) and of the new article proposed above for the purpose of authorizing the collection of the remaining charges of the addressee.

EXTRACTS FROM INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

XIX.

9. The counting of the office of origin is decisive, both for purposes of transmission and of the international accounts. Nevertheless, when the telegram contains combinations or alterations of words of one of the languages of the country of destination, *or of a language other than those of the country of origin*, contrary to the usage of such language, the office of destination has the right to recover from the addressee the amount of charge not collected. If this right is exercised the telegram is only delivered to the addressee on payment of the short charge. In case of refusal to pay, a service advice thus worded is addressed to the office of origin: "Vienna Paris 5.10 p. m. = No. * * * (name of addressee) * * * (reproduce the words wrongly combined or altered) * * * words (indicate number of words properly chargeable)." If the sender, duly notified of the reason for nondelivery, agrees to pay the excess, a service advice thus worded is addressed to the delivery office: "Paris Vienna 7 p. m. = No. * * * (name of addressee) short charge collected." On receipt of this service advice the office of destination delivers the telegram.

LVIII.

1. The cost of conveyance beyond the radius of the telegraph offices by quicker means than the post in States where such a service is organized is collected, as a general rule, from the addressee.

When a telegram bearing the instructions "Express," which has given rise to a special service, is not delivered, the office of destination adds to the notice of nondelivery, provided for in Regulation XLVII, paragraph 3, the instruction "PCV * * * " (amount due for special service).

TRANSLATOR'S NOTE.—The term "Express," used in Regulations X, LVII, and LVIII, denotes the delivery of a telegram by special messenger (See Regulation LIX also) beyond the ordinary area of delivery of a telegraph office and always implies that a charge for porterage is payable.

GREAT BRITAIN.

New article to be inserted after Article XIV:

"The counting of the words by the office of origin shall be conclusive in the case of radiograms destined for ships, and that of the station on shipboard in the case of radiograms originating in ships, both for transmission and for the international accounts. However,

in case the radiogram has been entirely or partially reframed, either in one of the languages of the country of destination in the case of radiograms originating in ships, or in one of the languages of the country under whose flag the ship is sailing in the case of radiograms intended for ships, and if the radiogram contains combinations of words or words whose meaning is contrary to the usages of such language, the office or shipboard station of destination, as the case may be, has the right to recover from the addressee such charges as have not been collected. In case of refusal to pay, the radiogram may be withheld."

REASONS.

The object of this proposition is to decide the question as to what extent the provisions of Article XIX, paragraph 9 (see p. 59), of the Telegraph Regulations are applicable to radiograms under the terms of Article XLII of the Radio Telegraph Regulations.

6. Transmission of Radiograms.

a. SIGNALS OF TRANSMISSION.

XV.

The signals to be employed are those of the International Morse Code.

XVI.

Ships in distress shall use the following signal:

. . . — — — . . .

repeated at brief intervals.

As soon as a station perceives the signal of distress it shall cease all correspondence and not resume it until after it has made sure that the correspondence to which the call for assistance has given rise is terminated.

In case the ship in distress adds at the end of the series of her calls the call letters of a particular station the answer to the call shall be incumbent upon that station alone. If the call for assistance does not specify any particular station, every station perceiving such call shall be bound to answer it.

DISPOSITIONS.

FRANCE.

Replace the beginning of Article XVI by the following:

"1. Ships in distress shall use the following signal:

. . . — — — . . .

repeated at brief intervals.

"The signal - - - — — — - - - — - - - repeated at brief intervals shall be employed by a ship possessing a radio installation for the purpose of signaling a ship in distress which has no such installation or which has become unable to use the same.

"2. The condition and location of the ship in distress shall be indicated by means of the conventional signals provided under Article XVII.

"3. As soon as a station perceives the signal of distress it shall cease * * *, etc."

(The remainder to be unchanged.)

REASONS.

It is necessary to provide for the case of a signal of distress in transit which may be used to signal disasters to ships not having radio apparatus on board or such as have become unable to use their transmitting apparatus.

Furthermore, it seems necessary to specify that indications concerning a case of distress should be given by means of conventional signals in order that they may be understood by all stations.

JAPAN.

Add at the end of the article a new paragraph, as follows:

"Correspondence occasioned by calls for assistance from ships in distress and by the answer to such calls shall be transmitted free of charge."

REASONS.

No special provision having been made for correspondence relating to the succor of vessels in distress, it would seem reasonable to understand that such correspondence should be rated according to the general rule. But in view of the special nature of such correspondence, and of the difficulty of making an exact count of the words in such cases, and in view of the provisions of Article IX of the Convention, it would seem proper to stipulate in the Regulations that such correspondence shall be free of charge.

NETHERLANDS.

First and third paragraphs to read as follows:

"1. The call of distress shall be made only by means of the following signal - - - — — — - - - repeated at brief intervals followed by the necessary indications.

"3. In case the call letters of a particular coastal station are added at the end of the series of calls for assistance the answer to the call

shall be incumbent upon that station alone, unless such station does not answer at all. If the call for assistance does not specify any particular station, every station perceiving such call shall be bound to answer it."

REASONS.

In view of the fact that Article I of the Convention is intended to make radio telegraphy a means of preventing disaster or of lessening the consequences, it seems necessary to show clearly that no distinction is made as to who may be the victim of the disaster or whether the call emanates from the vessel in distress or not.

In order to conform to the provisions, it is necessary merely that the signal of distress shall be exchanged by radio stations subject to the Convention. It would seem expedient to have the call of distress followed by suitable designations so that, whenever possible, the nearest coastal station could intervene, and it would seem desirable to impose the use of a general signal and not permit the use of any other signal.

The addition of the words: "Unless such station does not reply at all" is in the interest of the station making the call, which, receiving no reply from the station designated, often continues its calls to this station, as has been shown by experience, without having recourse to another station able to render assistance in response to calls of distress, but having no power to offer its services without the addition proposed.

XVII.

1. The call letters following the letters

. — — . . — . — . . .

"P R B" signify that the vessel or station making the call desires to communicate with the station called by means of the International Signal Code.

The combination of the letters P R B as a service signal for any other purpose than that specified above is prohibited.

2. Radiograms may be framed with the aid of the International Signal Code.

Those addressed to a radio station with a view to being forwarded by it are not to be translated by such station.

PROPOSITIONS.

NETHERLANDS.

Paragraph 2 to be suppressed.

REASONS.

(See remarks concerning Art. X.)

FRANCE.

Add a third paragraph, as follows:

"3. Stations shall use the signals contained in the list annexed to the present Regulations for the purpose of giving or requesting information concerning the radio service."

REASONS.

In order to increase the rapidity of the service it is desirable to place at the disposition of stations a list of abbreviations corresponding to the usual data necessary for the exercise of the service.

b. ORDER OF TRANSMISSION.

XVIII.

Between two stations radiograms of the same order shall be transmitted, one by one, by the two stations alternately or in series of several radiograms, as the coastal station may indicate, provided the duration of the transmission of each series does not exceed 20 minutes.

PROPOSITIONS.

SPAIN.

Revise Article XVIII as follows:

"Between two stations radiograms of the same order shall be transmitted one by one, by the two stations alternately, or in series of several radiograms, giving priority to those which are urgent in character, as indicated * * *."

REASONS.

As the result of the adoption of the proposition presented under Article XXXIII.

c. METHOD OF CALLING RADIO STATIONS AND TRANSMISSION OF RADIOGRAMS.

XIX.

1. As a general rule, it shall be the shipboard station that calls the coastal station.

2. The call should be made, as a general rule, only when the distance of the vessel from the coastal station is less than 75 per cent of the normal range of the latter.

3. Before proceeding to a call the station on shipboard shall adjust its receiving apparatus to its maximum sensibility and make sure that the coastal station which it wishes to call up is not in correspondence with any other station. If it finds that any transmission is in progress, it shall wait for the first pause.

4. The shipboard station shall use for calling the normal wave of the coastal station.

5. If in spite of these precautions the public exchange of radiograms is impeded at any place, the call shall cease upon the first request from a coastal station open to public correspondence. The latter station shall in such case indicate the approximate length of time it will be necessary to wait.

PROPOSITIONS.

GERMANY.

Paragraph 1. Add the following words:
"whether or not it has business to transmit."

REASONS.

In order that coastal stations may be able to transmit their radiograms to passing ships should the case occur.

JAPAN.

Change this article as follows:

"When the station on shipboard comes within the normal range of the coastal station, the station on shipboard shall as a general rule call the coastal station and shall make known to it:

"(*a*) The position of the ship in latitude and longitude, or the distance of the ship from the coastal station in nautical miles and her true bearing in degrees counted from 0 to 360.

"(*b*) Her true course in degrees counted from 0 to 360.

"(*c*) Her speed in nautical miles."

GERMANY (1st).

Paragraph 2 to read:

"In waters where radio traffic is very great (British Channel. etc.) the call * * *."

REASONS.

It does not seem necessary as a general rule to fix a maximum limit of 75 per cent, except for communications to be established in waters where radio traffic is very great (British Channel, etc.).

GERMANY (2d).

Add at the end of this paragraph the following words:

"*Provided*, That the coastal station lies within the normal range of the station on shipboard."

REASONS.

With a view to avoiding an unnecessary call which might interfere with the service of other stations on shipboard which were already sufficiently near to the coastal station.

AUSTRIA.

Cancel paragraph 2.

REASONS.

The possibility of radio communication depends upon accidental circumstances so that the normal range of coastal stations can not be indicated except approximately.

Experience has shown that stations on shipboard generally transmit radiograms to coastal stations when they can hear their signals distinctly.

FRANCE.

Suppress paragraph 2.

REASONS.

The provision under paragraph 2 may be suppressed without inconvenience.

GREAT BRITAIN.

Article XIX. Replace the present text of paragraph 2 by the following:

"2. The station on shipboard shall exchange calls with every coastal station near which it shall pass. As a general rule the call shall be made when the distance of the vessel from the coastal station is less than 75 per cent of the normal range of the latter."

REASONS.

Stations on shipboard frequently pass close to coastal stations without signaling their presence, so that radiograms which are being held at a coastal station pending the passing of ships can not be sent to their destination. (See proposition relating to the amendment of Art. XXII.)

JAPAN.

(See under Art. XXII, a proposition which seems to have a bearing on this paragraph.)

35144—12——9

NETHERLANDS.

Paragraph 4. Insert at the beginning the words "as a general rule."

REASONS.

It follows from the propositions submitted under Articles II and III, that the use of the normal wave of the coastal station by a shipboard station for calling should not be prescribed as exclusively obligatory, but as a rule to which exceptions may be made for the purpose of preventing interference.

FRANCE.

Modify the beginning of paragraph 5 as follows:

"5. If in spite of these precautions the transmission of a radiogram is impeded, the call shall cease * * *."

REASONS.

Since the changes relating to paragraph 5 involve a question of form the word "transmission" seems preferable to "exchange." Furthermore, the word "public" is not necessary, inasmuch as the provision formulated under this paragraph applies to every radio transmission.

JAPAN.

(See under Art. XX, a proposition which seems to have a bearing on this paragraph.)

GREAT BRITAIN.

Add a new paragraph 6:

"6. The station on shipboard shall notify every coastal station within whose range it may be, and to which it has signaled its presence (see par. 2), when it proposes to cease operations, and shall indicate the probable length of time the interruption will last."

REASONS.

Operators on shipboard sometimes close their stations without having informed the coastal station, and the futile calls entail much unnecessary work if the station has radiograms to transmit to a ship.

XX.

1. The call shall comprise the signal

— · — · —

the call letters of the station called repeated three times, the word "from" ("de") followed by the call letters of the sending station repeated three times.

2. The called station shall answer by making the signal

— · — · —

followed by the call letters of the corresponding station repeated three times, the word "from," its own call letters, and the signal

— · —

PROPOSITIONS.

GERMANY.

Add a third paragraph, as follows:

"3. Stations on shipboard desiring to enter into communication with other ships, without, however, knowing the names of the ships which may be within their radius of action, may employ the signal . . . — — — . (signal of inquiry). The provisions of paragraphs 1 and 2 are likewise applicable to the transmission of a signal of inquiry and to the answer to such signal."

REASONS.

With a view to facilitating the establishment of communication between ships which are beyond the radius of action of the coastal stations.

JAPAN (1st).

Replace the present text of Article XX by the following:

"ARTICLE XX.

"1. Before proceeding to call, the coastal station or the station on shipboard shall adjust its receiving apparatus to its maximum sensibility and make sure that the station which it wishes to call up, or any other station, is not in correspondence. If it finds that any transmission is in progress, and unless it has made sure that its call will not occasion interference in such transmission, it shall wait for the first pause. The same applies in case it desires to answer a call.

"2. If in spite of these precautions a request to suspend the call shall be made for the reason that the public exchange of radiograms is impeded at any place, the call shall cease at once. In such case the station requesting suspension of the call shall indicate the probable length of time it will be necessary to wait.

"3. The coastal station and a station on shipboard whose work is not very active shall whenever possible listen for calls from other stations during the first 10 minutes of each hour."

JAPAN (2d).

Add to the present Article XX the two paragraphs following and number them XXI:

"3. When a coastal station or a station on shipboard wishes to ascertain whether shipboard or a coastal station is present within

its radius of action or not, it shall proceed to call as provided in paragraph 1 of the present article, but instead of using the call letter of the station called, repeated three times, it shall use the following signal, repeated three times: . — — . — . ;

"4. In case a station perceives the signal provided by the preceding paragraph, it shall answer as provided in paragraph 2 of the present article, using a wave length of 300 meters."

XXI.

If a station called does not answer the call (Art. XX) repeated three times at intervals of two minutes, the call shall not be resumed until after an interval of half an hour, the station issuing the call having first made sure that no radio correspondence is in progress.

PROPOSITIONS.

GERMANY.

Replace the words "half an hour" by "a quarter of an hour."

REASONS.

The German management has found by experience that a wait of a quarter of an hour before resuming the call may be considered as sufficient.

FRANCE.

1. Complete the text by the following sentence:

"However, the length of time during which such calls shall be made shall not exceed two hours."

2. Add the following paragraph:

"In the case of State radiograms, however, the station shall make, in case it receives no answer, a series of four calls every 6 hours for a period of 24 hours."

REASONS.

1. The present text does not provide for the length of time during which a station may call. It seems necessary to limit such time to two hours.

2. In view of the importance of State radiograms, it seems necessary to prescribe certain measures for the purpose of assuring the transmission of such radiograms. The provisions proposed above would seem sufficient to attain this end.

JAPAN.

Change the text of the present Article XXI and number it XXII.

"ARTICLE XXII.

"If a station called does not answer the call repeated three times at intervals of two minutes (*new* Art. XXI), the call shall not be resumed until after an interval of half an hour, except in case the

calling station has made sure that its call will not interfere in the correspondence of the station which it wishes to call, or of other stations."

NETHERLANDS.

Read as follows:

"If the station called does not answer to the first call (Article XX), the call shall not be repeated except at intervals of two minutes."

REASONS.

Experience has shown that a wait of half an hour may cause the loss of the correspondence, while there is no objection to the call being repeated at intervals of two minutes, in view of the provision of Article XIX, paragraph 5, by virtue of which any coastal station may cause the cessation of interference resulting from such call.

FRANCE.

Add the following new article:

"ARTICLE XXI–a.

"Every station which has occasion to send a radiogram requiring the use of its maximum power shall first send out 20 consecutive dashes at the power which it was employing for its previous service. It shall not begin to transmit at high power until 30 seconds after sending the 20 dashes."

REASONS.

This provision is intended to notify stations that they must take the necessary measures to prevent injury to their apparatus which might result when a station intends at a given moment to transmit at high power.

XXII.

1. As soon as the coastal station has answered, the shipboard station shall make known to it:

(a) The distance of the vessel from the coastal station in nautical miles.

(b) Her true bearing in degrees, counted from 0 to 360.

(c) Her true course in degrees, counted from 0 to 360.

(d) Her speed in nautical miles.

(e) The number of words she has to transmit.

2. The coastal station shall answer, stating the number of words to be transmitted to the vessel.

3. If the communication can not take place immediately, the coastal station shall inform the station on shipboard of the approximate length of time that it will be necessary to wait.

PROPOSITIONS.

GERMANY.

Article XXII, paragraph 1, replace paragraphs (*a*), (*b*), and (*c*) by the following paragraphs:

"(*a*) The approximate distance of the vessel from the coastal station in nautical miles;

"(*b*) The position of the vessel in a concise form conformable to the circumstances;

"(*c*) The next port at which the vessel will call;

"(*d*) The approximate number of words she has to transmit."

REASONS.

To obtain the data prescribed by the present provisions causes considerable trouble and a great loss of time. The simplification proposed will therefore facilitate the service of the stations.

AUSTRIA.

Paragraph 1, (*a*), (*b*), (*c*), (*d*). Replace the present text by the following:

"(*a*) The distance of the vessel from the coastal station either in nautical miles or by indicating the true bearing in degrees, or a place, cape, or island in the vicinity, for example: 'Near Corfu, near Cape Matapan.'

"The speed and course shall not be indicated except when such information is necessary."

REASONS.

The signals of weak stations on shipboard can not be heard for a very long time without losing them. Consequently, it is necessary to abbreviate the service indications as much as possible in order to be able to transmit the text of the radiogram itself more successfully.

FRANCE.

Replace the text of paragraph 1 by the following:

"1. As soon as a coastal station has answered, the station on shipboard shall make known to it the distance of the vessel from the coastal station in nautical miles and the number of words she has to transmit."

REASONS.

Information concerning the bearing, course, and speed of the vessel do not answer any need affecting the transmission. It is proposed that they be suppressed.

GREAT BRITAIN.

Article XXII, paragraph 1, read:

"1. As soon as the coastal station has answered, the shipboard station, if it has messages to transmit or upon request from the coastal station, shall make known:

"(*a*) The approximate distance of the vessel from the coastal station in nautical miles;

"(*b*) Its approximate bearing expressed either in degrees counted from 0 to 360 or in the language of the country to which the coastal station belongs;

"(*c*) Its next port of call;

"(*d*) If necessary, the number of words which it has to transmit."

REASONS.

As a general rule the coastal station does not need to know how long the vessel will remain in contact with it when it has no radiograms to transmit; however, it is desirable that the coastal station in case of necessity shall be authorized to request such information. It is desirable to simplify and abridge the information relating to bearing and the position of the vessel. The following example will show how the indications proposed should be given: 40 (distance in nautical miles), SW. (southwest; the bearing should be communicated in the English language), Plymouth (next port of call), 35 (number of words to be transmitted).

Regarding the bearing of a vessel, difficulties sometimes arise when the bearing is indicated in conformity with the present provisions of the Regulations. With a view to obviating such difficulties it is proposed to authorize the communication of the bearing in the current language (in suitable terms) in all cases where this method would be advantageous.

JAPAN.

Cancel the present Article XXII.

NETHERLANDS.

Read as follows:

"If, after the coastal station has answered, transmission can not begin at once, the coastal station shall indicate the approximate length of time it will be necessary to wait.

"The station on shipboard shall furnish, upon request, the necessary data to indicate its geographical position."

REASONS.

The data referred to in Article XXII, pargraph 1, are not always needed. However, it is necessary to impose the obligation to communicate the position in case it may be favorable for the transmission of radiograms.

GERMANY.

Paragraph 2. Cancel the period and add:

"and the exact time, adding, in case of doubt, an indication of the time adopted by the station (for example, central European time, etc.).

"The station on shipboard shall enter the preliminaries to transmission after the time of the coastal station."

REASONS.

In order to facilitate the subsequent control of the service of the stations.

JAPAN.

Cancel the present Article XXII.
(This refers to par. 2.)

JAPAN.

Cancel the present Article XXII.
(This refers to par. 3.)

GREAT BRITAIN.

Add a new paragraph 4:
"4. The letters T R shall be used for the purpose of giving the information referred to in the first paragraph."

REASONS.

The use of the letters T R should be authorized for the service indications relating to the bearing of the ship. This sign is already frequently used.

XXIII.

When a coastal station receives calls from several shipboard stations, the coastal station shall decide the order in which the shipboard stations shall be admitted to exchange their messages.

In fixing this order the coastal station shall be guided exclusively by the necessity of permitting each station concerned to exchange the greatest possible number of radiograms.

PROPOSITIONS.

JAPAN.

Change Article XXIII as follows:

"ARTICLE XXIII.

"When a station called receives calls from several stations, it shall decide the order in which the stations calling shall be admitted to exchange their messages.

"In fixing this order the station called shall be guided exclusively by the necessity of permitting each station concerned to exchange the greatest possible number of radiograms."

GERMANY.

Introduction of a new Article XXIII–a.

"ARTICLE XXIII–a.

"1. Stations established on board lightships shall not communicate with vessels at sea by radio telegraphy, except in case of distress and in urgent cases affecting the service of such vessels. The latter shall comprise particularly information furnished with a view to preventing casualties at sea or to assist navigation, such as requests and information concerning the illumination of navigable waters, disposition of buoys and changes of current in such waters, obstacles to navigation, atmospheric conditions, storm signals, etc."

REASONS.

It would seem necessary, in view of the great increase in the number of lightships provided with radio apparatus and their importance to navigation, to regulate in a uniform manner the correspondence of lightships with other vessels.

"2. Telegrams exchanged by means of semaphores between a lightship and a ship at sea, and by radio telegraphy between the same lightship and the mainland, shall be considered as semaphore telegrams."

REASONS.

In consideration of the fact that radio communication between a lightship permanently anchored and a coastal station takes place by cable, and should be considered as an ordinary extension of the telegraph system.

"3. Telegrams exchanged by radio telegraphy between a lightship and a ship at sea shall be considered as radiograms. In case a radiogram is also transmitted by radio telegraphy between the lightship and the mainland the coastal rate shall be collected but once."

XXIV.

Before beginning the exchange of correspondence the coastal station shall advise the shipboard station whether the transmission is to be effected in the alternate order or by series (Art. XVIII); it shall then begin the transmission or follow up the preliminaries with the signal

— · —

(invitation to transmit).

35144—12——10

PROPOSITIONS.

JAPAN.

Change Article XXIV as follows:

"1. As soon as the station called has answered, the station calling shall communicate, according to circumstances, in addition to the information referred to under Article XIX, the number of radiograms and, if necessary, of words that it has to transmit to the station called.

"2. The station called shall answer and indicate the number of radiograms and, if necessary, of words that it has to transmit, followed by the signal — . —

"If the coastal station is the station called it shall advise the calling station, before beginning the exchange of correspondence, whether the transmission is to be effected in the alternate order or by series; it shall then begin the transmission or follow up the preliminaries with the signal — . —

"3. If the transmission or reception can not take place immediately, the station called shall indicate to the calling station the approximate length of time it will be necessary to wait."

REASONS.

1. It does not seem necessary that call shall be permitted only when the distance of the vessel from the coastal station is less than three-quarters of the latter's normal range.

2. When the station on shipboard enters within the radius of action of the coastal station it would be desirable to announce its presence to the coastal station.

3. It would seem to be advantageous, as a general rule, to indicate the position of the vessel by latitude and longitude instead of by her distance and true bearing.

4. There would seem to be no objection to admitting the call if the station calling has made sure that its call will not interfere in the correspondence of other stations.

5. Many cases arise in which the call is begun by the coastal station. It would therefore seem necessary to provide for such cases in the regulations.

6. It is desirable to fix a time during which coastal stations and the stations on shipboard whose work is not very great should listen for calls from other stations.

7. It seems necessary that every station should know whether any other station is present within its radius of action.

8. It would be better in many cases to make known the number of radiograms instead of the number of words. However, in the case of long radiograms it would seem necessary to indicate the number of words also.

XXV.

The transmission of the radiograms shall be preceded by the signal

— . — . —

and terminated by the signal

. — . — .

followed by the name of the sending station.

PROPOSITIONS.

FRANCE.

Replace this article by the following:

"ARTICLE XXV.

"The transmission of the radiograms shall be preceded by the signal — . — . — and terminated by the signal . — . — . followed by the name of the sending station and the signal — . —

"The signal — . — . — shall be repeated four times at the beginning of the transmission of the first radiogram."

REASONS.

It seems necessary to end with the signal — . —, which would indicate that the message may be sent.

Moreover, the signal — . — . — is too short to permit the adjustment of the installation; it would be better to repeat it four times at the time of transmitting the first radiogram.

BRITISH INDIES.

The final signal . — . — . no longer seems to be used, it being understood that the signal . . . — . is always used in its place.

FRANCE.

Insert the present Article X, modified as follows:

"ARTICLE XXV–a.

"1. Radiograms shall show in the preamble that the service is 'Radio,' folowed by the indication 'ZC' or 'GZ,' according to whether the sender has requested as the coastal rate the tariff of 0.20 franc or 0.60 franc. In case the radiogram has been rated at the normal tariff of 0.40 franc the word 'Radio' is not followed by any other indication.

"2. In the transmission of radiograms of shipboard stations to coastal stations the date and hour of posting may be omitted in the preamble.

"Upon forwarding over the telegraph system, the coastal station shall enter its own name, followed by that of the ship as the office of origin, and shall state as the hour of posting the hour when the radiogram was received by it."

REASONS.

The tariff schedule proposed under Article XII requires that, in the interests of the service of transmission and of accounts, mention shall be made of the maritime rates which have been collected. It is proposed, to this end, to represent the coastal rate of 0.20 franc by the designation "ZC" and that of 0.60 franc by "GZ." These designations should be placed in the preamble after the word *radio*. The rate 0.40 franc, which is the one which should be normally applied when the sender has not specified the rate he desires, should be indicated by the word *radio* without any further designation.

BRITISH INDIES.

Insert a new article indicating the manner of transmitting radiograms in correspondence with ships, to wit, the order of transmission of the date, hour, and other particulars of a radiogram.

It would be well for these provisions to be uniform as to the form and the manner of procedure both for the reception and transmission of radiograms.

REASONS.

At present, as a general rule, stations on shipboard are requested to fix the order of transmission of the particulars of radiograms.

XXVI.

When a radiogram to be transmitted contains more than 40 words, the sending station shall interrupt the transmission after each series of about 20 words by an interrogation point

. . — — . .

and shall not resume it until after it has obtained from the receiving station a repetition of the last word duly received, followed by an interrogation point.

In the case of transmission by series, acknowledgment of receipt shall be made after each radiogram.

PROPOSITIONS.

FRANCE.

Complete the first paragraph as follows:

"* * * by an interrogation point or, if the reception is satisfactory, the signal — . — (invitation to transmit)."

REASONS.

It does not seem necessary to repeat in all cases the last word duly received. When the reception is satisfactory is would be sufficient for the receiving station to give the signal — . —.

XXVII.

1. When the signals become doubtful every possible means shall be resorted to to finish the transmission. To this end the radiogram shall be repeated at the request of the receiving station, but not to exceed three times. If in spite of such triple repetition the signals are still unreadable the radiogram shall be canceled. If no acknowledgment of receipt is received the transmitting station shall again call up the receiving station. If no reply is made after three calls the transmission shall not be followed up any further.

2. If in the opinion of the receiving station the radiogram, although imperfectly received, is, nevertheless, capable of transmission, said station shall enter the words "reception doubtful" at the end of the preamble and let the radiogram follow.

PROPOSITIONS.

NETHERLANDS.

Add to the first paragraph the following:

"In the latter case the sending station shall have the privilege of causing the acknowledgment of receipt to be made by another radio station, if necessary, using the lines of the telegraph system."

REASONS.

An additional opportunity would thus be afforded for obtaining the assurance that the radiogram has been duly received and, therefore, of informing the sender that his telegram has reached its destination.

GREAT BRITAIN.

Paragraph 2. Add a new paragraph as follows:

"In such case the management to which the coastal station is subject shall reclaim the charges in conformity with the provisions of Article XXXVI of the present Regulations. However, in case the shipboard station shall have subsequently transmitted the radiogram to another coastal station under the same management, the latter may reclaim only the charges applicable to a single transmission. When a duplicate of the radiogram has been transmitted to a coastal station belonging to another management the coastal and telegraph rates collected on shipboard shall be divided equally between the two managements to which the two coastal stations in question are subject."

REASONS.

The present Regulations do not include provisions covering the subject of the division of rates collected for a radiogram which, in consequence of the nonarrival of an acknowledgment of receipt for the first transmission, has been subsequently forwarded by a ship. The provision mentioned above is intended to supply this deficiency in a manner which would seem to be the most equitable.

XXVIII.

All stations are bound to carry on the service with as little expense of energy as may be necessary to insure safe communication.

d. ACKNOWLEDGMENT OF RECEIPT AND CONCLUSION OF WORK.

XXIX.

1. Receipt shall be acknowledged in the form prescribed by the International Telegraph Regulations, preceded by the call letters of the transmitting station and followed by those of the receiving station.

2. The conclusion of a correspondence between two stations shall be indicated by each station by means of the signal

. . . — . —

followed by its call letters.

EXTRACT FROM INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

XXXIX.

After the verification of the number of words and, if necessary, the official repetition, the office which has received gives to that which has transmitted the acknowledgment of receipt of the telegram or of the telegrams constituting the series.

This acknowledgment of receipt is given, for a single telegram, by R followed by the number of the telegram received: "R 436."

For a series of telegrams, R is given with the indication of the number of telegrams received, as well as the first and last number of the series: "R 5 157 980."

e. DIRECTIONS TO BE FOLLOWED IN SENDING RADIOGRAMS.

XXX.

1. In general, the shipboard stations shall transmit their radiograms to the nearest coastal station.

2. A sender on board a vessel shall, however, have the right to designate the coastal station through which he desires to have his radiogram transmitted.

3. The station on shipboard shall then wait until such coastal station shall be the nearest. If this can not be done, the wishes of the sender are to be complied with only if the transmission can be effected without interfering with the service of other stations.

PROPOSITIONS.

BELGIUM.

Add to paragraph 1 the following:

"If the station on shipboard has a choice of several coastal stations at the same or nearly the same distance it shall, nevertheless, give preference to the one established within the territory of the country of destination or normal transit for its radiograms."

REASONS.

A supplementary provision, which will further the prompt transmission of radiograms over the ordinary telegraph system and give to the sender the benefit of lower rates.

BELGIAN CONGO.

Article XXX of the Service Regulations annexed to the Convention stipulates in general that the stations on shipboard having to communicate with the coast or with the shore shall use the nearest coastal station.

This stipulation is frequently not observed. The offending stations under such circumstances use a high power, and their transmissions interfere with the service over an extended zone.

In order to put an end to this state of things it might be decided to assign a fixed zone to each coastal station, which should not be exceeded except in case of absolute necessity. Stations on shipboard would have to take account of this limitation.

For example, a maximum range of 50 miles might be assigned to navigational radio stations (*radiophares*) and wave lengths different from the commercial wave lengths.

FRANCE.

(See proposition under par. 2.)

NETHERLANDS.

Revise Article XXX as follows:

"1. In general, the shipboard stations shall transmit their radiograms to the nearest coastal station which answers their call."

(See the addition to the proposition under par. 2.)

REASONS.

It often happens, especially after sundown, that a station is able to communicate with a distant station although nearer stations do not hear its call.

This state of affairs makes it desirable to add to the first paragraph the words "which answers its call," and also to provide an opportunity to forward radiograms by the intermediation of a coastal station other than the nearest one when such procedure would serve to accelerate transmission and permit a lower charge, or when desired by the sender; always, however, with the understanding that the service of other stations shall not be impeded thereby.

AUSTRIA.

Paragraph 2. Cancel the second division and add to the first division the following:

"but the wishes of the sender shall not be complied with unless the transmission can be effected without interfering with the service of other stations."

REASONS.

It is not always the nearest station that assures the most rapid and accurate communication. Moreover, it does not seem justifiable to defer transmitting a radiogram to the station designated by the sender simply because this station is no longer the nearest, even when the transmission could be effected without interfering with the service of other stations.

FRANCE.

Replace the text of Article XXX by the following:

"1. In general the shipboard stations shall transmit their radiograms to the nearest coastal station.

"2. A sender on board a vessel shall, however, have the right to designate the coastal station through which he desires to have his radiogram transmitted. The station on shipboard shall then wait until such coastal station shall be the nearest. If this can not be done, the sender shall be informed."

REASONS.

The French management considers that it is conformable to the general interests to compel ships to transmit their radiograms to the nearest coastal stations. This measure would contribute to facilitate

to a great extent the transmission of messages by avoiding interference.

In case a sender requests that a particular station be used, his request shall be complied with only in the event that such coastal station will at a certain time become the nearest one.

GREAT BRITAIN.

Paragraph 2. Replace the text of the second division by the following:

"The station on shipboard shall then wait until such coastal station shall be the nearest.

"If this can not be done the station on shipboard shall obtain from the nearest coastal station permission to communicate with the coastal station designated by the sender. This permission shall not be refused if the desired communication can be established without interfering with the service of the nearest coastal station."

REASONS.

It is necessary to provide a means of deciding in the case of a difference of opinion as to whether communication may be established with a coastal station other than the nearest without causing interference; it seems proper that this decision should rest with the nearest coastal station.

NETHERLANDS.

Revise Article XXX as follows:

"2. If the transmission to the nearest coastal station is less favorable to a rapid transmission of the radiogram or entails a higher rate of charge, the radiogram shall be sent to a more distant coastal station provided the transmission may be effected without interfering with the service of other stations.

"The request of a sender to transmit his radiogram to a particular coastal station shall be complied with under the same reservation."

REASONS.

(See above under par. 1.)

GERMANY.

Add paragraphs 3 and 4, as follows:

"3. If the vessel for which the telegram is intended is already beyond the radius of action of the coastal station designated by the sender and can still be reached by another coastal station of the same country, the telegram shall be forwarded to the latter station. The forwarding shall be done officially if it has been made necessary by any derangement of the service of the coastal station; in all other cases it shall be effected on condition of the collection of the charges relating thereto of the addressee. In the latter case telegrams shall contain in the preamble the designation *not prepaid* 'PCV * * *.'"

35144—12——11

REASONS.

It frequently happens that a telegram is reported as not delivered because the vessel could not be reached by the coastal station designated by the sender, although it would have been possible to transmit such telegram to the vessel through another coastal station. The proposition formulated above would contribute to lessen the number of telegrams reported as not delivered.

"4. When a coastal station receives a telegram intended for a ship at sea which does not show the designation of the service "radio," it shall nevertheless transmit such telegram to the station on shipboard without previously consulting the office of origin. The coastal and shipboard rates shall then be collected of the addressee. The preamble of such telegrams shall contain the designation *not prepaid* 'PCV coastal and shipboard rates.'"

REASONS.

In order that, in such cases, telegrams of this kind may not be held up or reported as not delivered. The question of knowing whether the radio rates have been eventually paid twice will be settled by the simple verification of the monthly accounts or previously when reclamation was made by the sender or addressee.

7. Delivery of Radiograms at their Destination.

XXXI.

When, for any cause whatever, a radiogram proceeding from a vessel at sea can not be delivered to the addressee, a notice of nondelivery shall be issued. Such notice shall be transmitted to the vessel if possible. When a radiogram received by a shipboard station can not be delivered, the station shall notify the office of origin by official notice. Such notice shall be transmitted, whenever practicable, to the coastal station through which the radiogram has passed in transit; otherwise, to the nearest coastal station.

PROPOSITIONS.

BELGIUM.

Revise this article as follows:

"When, for any cause whatever, a radiogram proceeding from a vessel at sea can not be delivered to the addressee, a notice of nondelivery shall be issued. Such notice shall be transmitted to the coastal station which received the original radiogram. The latter,

after verifying the address, shall forward the telegram to the ship, if possible, by the intervention, if need be, of another coastal station. When a radiogram * * * etc." (The remainder not to be changed.)

REASONS.

An error may arise between the coastal station and the office of destination. Moreover, it is proper to make every effort to have the notice of nondelivery reach the vessel from which the radiogram was sent. To this end it is proposed to forward the notice of nondelivery so far as necessary by the ordinary telegraphy to another coastal station which might be able to reach the vessel. This, by extension, is an analogous measure to that relating to notices of nondelivery originating in stations on shipboard, the latter being also permitted to use a coastal station other than the one from which the original radiogram was sent.

FRANCE.

Make a new paragraph of the latter part of the present text beginning with the words "When a radiogram * * *."

REASONS.

With the present arrangement this sentence would seem to apply to the two preceding ones. It would be an advantage in the interests of accuracy to make a new paragraph beginning with the words "When a radiogram * * *"

XXXII.

If the ship for which a radiogram is intended has not signaled her presence to the coastal station within the period designated by the sender, or, in the absence of such designation, by the morning of the 29th day following, the coastal station shall notify the sender.

The latter shall have the right to ask, by a paid official notice, sent by either telegraph or mail and addressed to the coastal station, that his radiogram be held for a further period of 30 days for transmission to the vessel, and so on. In the absence of such request, the radiogram shall be put aside as not transmissible at the end of the 30th day (exclusive of the day of posting).

If, however, the coastal station has positive information that the vessel has left its radius of action before it has been able to transmit to her the radiogram, such station shall so notify the sender.

PROPOSITIONS.

GERMANY.

Third paragraph. Replace the words "so notify the sender" by the following:
"shall immediately so advise the office of origin by means of official notice which shall be transmitted without delay to the sender of the radiogram.

REASONS.

With a view to making the meaning more clear.

FRANCE.

Replace the last paragraph by the following:
"Nevertheless if the coastal station is certain that the vessel has left its radius of action before it has been able to transmit to her the radiogram, such station shall inform the office of origin which shall advise the sender that his telegram has been annulled. However, the sender may by means of a paid service notice request the coastal station to transmit the radiogram the next time the vessel shall pass."

REASONS.

The present text does not state definitely what shall be done with a radiogram when it has not been possible to transmit it at the time the vessel passed within the radius of action of the coastal station, it being understood that according to the first paragraph of Article XXXII the transmission shall take place within the period designated by the sender, or, in the absence of such designation within the next 30 days. The coastal station may therefore transmit the radiogram at the next passage of the vessel within its radius of action even if the addressee is no longer on board.

In order to remove all uncertainty on this point, it is proposed to annul the telegram after the sending of the notice informing the office of origin that it has not been possible to transmit the telegram.

GREAT BRITAIN.

First paragraph. Replace the words "of the 29th day" by "of the 8th day."

REASONS.

Experience has shown that it is sufficient to hold a radiogram for a week for the purpose of determining whether it can be transmitted to its destination or not.

ITALY.

Add at the end the following words:
"* * * and not transmit the radiogram even if the vessel during a subsequent voyage shall pass within its radius of action."

REASONS.

The proposition is intended to establish the fact that in the case considered under Article XXXII the radiogram shall not be transmitted. Consquently, the radio rates may immediately be refunded to the sender in accordance with the proposition referring to Article XXXII.

GREAT BRITAIN.

New Article XXXII–a to be inserted in the chapter " Special telegrams."

" Telegrams with answer prepaid.

"ARTICLE XXXII–A.

"A voucher for reply issued by a station on shipboard shall carry with it the right to send, within the limits of its value, a radiogram to any destination whatever from the station on shipboard which has issued the voucher."

REASONS.

This addition is in connection with the proposition to remove from the list of radiograms not accepted (Art. XXXIII of the Regulations) radiograms with answer prepaid. The proposition tending to limit the use of a voucher for reply would seem to be desirable for the purpose of simplification. The proposed regulation although more restrictive than the analogous provision of the telegraph regulations (Art. L, par. 1), would seem to be of a nature to satisfy all requirements of the public.

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS MENTIONED ABOVE.

L.

1. At the place of destination, the delivery office delivers to the addressee a voucher *of a value corresponding to the cost of a telegram of a number of words equal to that given in the supplementary instruction, intended for the office of origin of the reply paid telegram and to be sent by the same route as the latter. The voucher carries the right of sending, within the limit of its value,* a telegram to any destination whatever, from any office of the administration whose office has issued the voucher.

GREAT BRITAIN.

New Article XXXII–b.

" Radiograms to be forwarded by mail."

"ARTICLE XXXII–B.

"Radiograms may be transmitted to vessels by being forwarded by mail, such forwarding to be effected from a port of call of such vessels.

" The address of such radiograms shall embrace the following:

"1. The designation 'mail' followed by the name of the port at which the radiogram shall be delivered to the mail.

"2. Name and complete address of the addressee.
"3. Name of the ship.
"4. Name of the coastal station.
"Example: Mail Buenosaires Martinez, 14 Pratt Street, Valparaiso, Avon Lizardradio."

REASONS.

The admission of special radiograms of this kind is proposed as a change to be made in Article XXXIII of the Regulations. This service would be an extension of the present practice consisting in addressing a telegram to the port of departure of a packet for the purpose of having it forwarded as a letter. The proposition is intended to make it possible for a letter addressed to a ship to be forwarded by radio telegraphy in case there would not be sufficient time to reach the ship before sailing by the ordinary telegraph.

8. Special Telegrams.

XXXIII.

The following radiograms shall not be accepted for transmission:

(*a*) Radiograms with answers prepaid;

(*b*) Money-order radiograms;

(*c*) Radiograms calling for repetition of message (for purposes of verification);

(*d*) Radiograms calling for acknowledgment of receipt;

(*e*) Radiograms to be forwarded (if addressee is not found at the address given);

(*f*) Paid-service radiograms, except in so far as transmission over the lines of the telegraph system is concerned;

(*g*) Urgent radiograms, except in so far as transmission over the lines of the telegraph system is concerned, subject to the application of the provisions of the International Telegraph Regulations;

(*h*) Radiograms to be delivered by express or mail.

PROPOSITIONS.

GERMANY.

(*d*) Replace the present text by the following:
"(*d*) Radiograms calling for acknowledgment of receipt by telegraph or mail (except telegrams intended for ships at sea and for transmission over the lines of the telegraph system),".

REASONS.

In conformity with the wording of Article LX, paragraph 7, of the Telegraph Regulations, as revised at Lisbon.

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

LX.

7. The following are not admitted as maritime telegrams:
(*a*) Telegrams with prepaid replies (except semaphore telegrams destined for ships at sea);
(*b*) Telegraph money orders;
(*c*) Collated telegrams;
(*d*) Telegrams with telegraphic or postal acknowledgment of receipt (except telegrams destined for ships at sea in regard to their transit over the lines of the telegraph system);
(*e*) Telegrams "to follow";
(*f*) Paid-service telegrams, except as regards transmission over the lines of the telegraph systems;
(*g*) Urgent telegrams, except as regards transmission over the lines of the telegraph system;
(*h*) Telegrams to be delivered by express or by post.

AUSTRIA.

Cancel paragraphs (*c*) and (*g*).

REASONS.

The Austrian management is of the opinion that the admission of radiograms calling for repetition of messages (for the purpose of verification) does not entail any inconvenience, and that priority could be given to urgent radiograms when a station is called simultaneously by several others, or when there are a number of radiograms to be transmitted between the same stations.

BULGARIA.

Cancel (*c*) and add a final paragraph, as follows:
"However, telegrams intended for a station on shipboard may have answer prepaid and call for acknowledgement of receipt, but not inversely."

REASONS.

A perusal of the provisions of Articles XXVII and XXXI can not fail to show that—since the transmission of a radiogram must be repeated as many as three times when the signals are doubtful, and, further, that the station on shipboard is bound to notify the office of origin in case of the nondelivery of a radiogram—adequate reasons can hardly be found for prohibiting the admission of radiograms calling for repetition of message, those with answer prepaid and those calling for acknowledgment of receipt. Moreover, the very nature of the radio service is such that in the majority of cases repetition of a part or the whole of a message is indispensable, for the reason that the operator receiving the message can not interrupt the

transmission to request the necessary repetition of doubtful signals, as can be done in ordinary telegraphy. (See par. 5, Art. XXXVI, of the International Telegraph Regulations.)

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

XXXVI.

5. If the receiving clerk perceives that reception has become unintelligible, he interrupts his correspondent and repeats the last word understood, following it by a note of interrogation. The sending clerk then continues the transmission from that word.

BELGIAN CONGO.

Article XXXIII of the Service Regulations annexed to the Convention excludes urgent telegrams for transmission over maritime routes and radiograms to be delivered by express. It would seem that this exclusion should be annulled.

Delivery by express, in particular, may be indispensable in the case of radiograms proceeding from a ship and intended for a locality not having telegraph service. The urgency might be made optional by the payment of the supplementary rates provided for by the International Telegraph Regulations. (For "Express" see translator's note, p. 59.)

SPAIN (1st).

Change the title of section 8 to the following:

"8. Special radiograms."

REASONS.

Because the telegrams considered are radiograms.

SPAIN (2d).

Change Article XXXIII as follows:

"Urgent radiograms shall be accepted on the same conditions as radiograms of this kind.

"The following radiograms shall not be accepted for transmission:

"(*a*) Radiograms with answer prepaid;

"(*b*) Money-order radiograms;

"(*c*) Radiograms calling for repetition of message (for the purpose of verification);

"(*d*) Radiograms calling for acknowledgement of receipt;

"(*e*) Radiograms to be forwarded (if addressee is not found at the address given);

"(*f*) Paid-service radiograms, except in so far as transmission over the lines of the telegraph system is concerned;

"(*g*) Radiograms to be delivered by express or mail."

REASONS.

According to the first paragraph of Article XLVIII of the International Telegraph Regulations the word "urgent" or "D" must

be entered in the telegram upon the payment of three times the rate of an ordinary telegram, including the designation "urgent" or "D."

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

XLVIII.

1. The sender of a private telegram may obtain priority of transmisssion and delivery at destination by writing the instruction "Urgent" or "D" before the address, and by paying three times the charge for an ordinary telegram of the same length between the same points.

There is no difficulty in the case of a radiogram proceeding from a ship. All the words, "Urgent" or "D," inclusive, will be charged at a triple rate, and the number of words stated in the preamble shall continue to be the same until the radiogram reaches its destination.

But if the telegram is addressed to a ship and has the designation "Urgent" or "D," it loses its character of urgency from the moment it arrives at the coastal station.

In such case should the maritime rate be applied to the designation "Urgent" or "D"? If this designation can not be transferred by radio telegraphy, it would seem that the maritime rate should not be collected for it, but then the number of words as stated will be charged. Upon forwarding the radiogram to a ship, the coastal station will have to state as the number of words one less than that received by it over the telegraph system.

As this would introduce an exception in the general procedure of transmission, one of the following measures should be adopted:

Apply the triple rate to the whole of the radiogram, including the designation "Urgent" or "D," stating that the designation "Urgent" or "D" must be transmitted to the destination of the radiogram.

Exclude the transmission of urgent radiograms.

Since the sender is bound to pay for the urgency of the radiogram over its entire route, it seems but just to decide that such radiogram shall be accepted.

If this amendment is admitted, Article XXXIII should be revised as above, and Article XVIII as indicated in the proposition referring to this article.

FRANCE.

1. Change the title of section 8 as follows:

"8. Special radiograms."

2. Modify the text of Article XXXIII as follows:

"There shall be accepted for transmission:

"(*a*) Urgent radiograms only for transmission over the lines of the telegraph system and subject to the application of the provisions of the International Telegraph Regulations;

"(*b*) Radiograms calling for acknowledgment of receipt by telegraph or mail when they are intended for ships at sea and only for transmission over the lines of the telegraph system;

"(*c*) Multiple radiograms;

"(*d*) Radiograms proceeding from ships and for delivery by express or mail within the country in which the corresponding coastal station is situated;

35144—12——12

"(*e*) Paid service notices relating to corrections in the address of radiograms. Other classes of paid service notices shall not be accepted, except for transmission over the lines of the telegraph system."

REASONS.

1. It seems logical to give this chapter the title "Special radiograms."

2. It would seem preferable to indicate the kinds of special radiograms to be accepted.

3. Concerning radiograms calling for acknowledgment of receipt, the text proposed agrees with that accepted by the Conference of Lisbon.

4. There would seem to be no objection to admitting service telegrams relating to corrections in addresses. This measure would remove the impossibility now existing for the sender to correct an error which he has committed in the address of his radiogram.

5. It would seem possible to admit radiograms proceeding from ships at sea for forwarding by mail or by express. However, with a view to avoiding difficulties in the accounts, this measure should be limited to the country in which the corresponding coastal station is situated.

GREAT BRITAIN.

Article XXXIII. Suppress:

"(*a*) Radiograms with answers prepaid.

"(*c*) Radiograms calling for repetition of message (for the purpose of verification)."

(*f*) Insert after:

"Paid-service radiograms" the words "requesting a repetition or information."

(*h*) Replace the present text by the following:

"(*h*) Radiograms referred to under Article LVIII, paragraphs 3 and 4, of the Telegraph Regulations (XPT and XPP)."

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

LVIII.

3. A sender who does not know the cost of delivery by special messenger can relieve the addressee from any payment, either by paying the charge for a telegram of five words to the same destination and by the same route or by paying a fee of 25 centimes. He deposits as security an amount fixed by the office of origin with a view to eventual settlement. The telegram then bears one of the instructions: "Express-paid telegram"—XPT— or "Express-paid letter" —XPT—. This instruction is written before the address and is charged for.

4. The office which receives a telegram with the instruc ion "Express-paid telegraph" or —XPT— notifies to the office of origin by paid service advice the charge to be collected for porterage. This advice takes the following form: "St. Paris, Brussels, 40 (number of paid-service advice), 5 number of words, 434 (number of telegram), 16 (day of telegram shown only by the day of the mon'h). Express fr. 2.50." These particulars are given by prepaid ordinary letter when the supplementary instruction is "Express-paid letter" or —XPT—. On receipt of these particulars the office of origin effects a settlement.

REASONS.

This proposition is made with a view to admitting radiograms with answer prepaid (the need for which has been made clear beyond

doubt) and other special radiograms, including paid service notices relating to a correction, cancellation, or addition; the admittance of such radiograms would certainly be an advantage both to the public and to the radio service. On the other hand, paid service notices requesting a repetition or information would still be excluded from the radio service.

ITALY.

Add under (*d*) the following words:

"* * * by telegraph or mail (except radiograms intended for stations on shipboard and for transmission over the lines of the telegraph system)."

REASONS.

The proposition serves to make the provision of Article XXXIII agree with that covered by Article LX, paragraph 7, of the International Telegraph Regulations (see p. 87).

JAPAN (1st).

Change (*d*) as follows:

"(*d*) Radiograms calling for acknowledgment of receipt except so far as concerns notification of the date and hour at which the coastal station shall have transmitted the original radiogram addressed to a vessel to the station on shipboard."

JAPAN (2d).

Modify (*f*) as follows, and change the letters of paragraphs following the present (*f*):

"(*f*) Radiograms to be forwarded, except in case the rates for forwarding have been paid in advance by the person requesting the forwarding of the radiogram, and in the case of the forwarding of radiograms proceeding from stations on shipboard over the lines of the telegraph system."

JAPAN (3d).

Cancel under the present item (*h*) the words "or by mail."

REASONS.

It would be an advantage under certain conditions to admit radiograms calling for acknowledgment of receipt and those which are to be forwarded, and. under all conditions, radiograms to be delivered by mail.

NETHERLANDS.

Under (*h*) read as follows:

"(*h*) Radiograms to be delivered by express, except those for which the charges for transportation have been paid in advance, the managements to which the offices of destination are subject having made known the amount of such charges."

REASONS.

It does not seem practicable to exclude radiograms which are to be forwarded by mail. The forwarding of radiograms by mail does not expose the managements concerned to any greater risk than the forwarding of ordinary telegrams.

Radiograms to be forwarded by express could be admitted without inconvenience, provided they do not involve subsequent settlement of accounts with the senders. See the proposition referring to Article XXXVI.

9. Files.

XXXIV.

The originals of radiograms and the documents relating thereto retained by the managements of the radio service or by private enterprises shall be kept for a period of at least 12 months beginning with the month following that of the posting of the radiogram, with all the necessary precautions as regards secrecy.

Such originals and documents shall, as far as practicable, be sent at least once a month by the shipboard stations to the management of the radio service to which they are subject.

10. Rebates and Reimbursements.

XXXV.

1. With regard to rebates and reimbursements, the provisions of the International Telegraph Regulations shall be applicable, taking into account the restrictions specified in Article XXXIII of the present Regulations and subject to the following reservations:

The time employed in the transmission of radiograms and the time that radiograms remain in a coastal station or station on shipboard shall not be counted as delays as regards rebates or reimbursements.

Reimbursements shall be borne by the different managements of the radio service or private enterprises which

have taken part in the transmission of the radiogram, each management or private enterprise relinquishing its share of the rate. Radiograms to which articles 7 and 8 of the Convention of St. Petersburg (see p. 12) are applicable shall remain subject, however, to the provisions of the International Telegraph Regulations, except when the acceptance of such telegrams is the result of an error made by the telegraph service.

2. When the acknowledgment of receipt of a radiogram has not reached the station which has transmitted the telegram, the charges shall be refunded only if the fact has been established that the radiogram is entitled to reimbursement.

PROPOSITIONS.

BELGIUM.

Add after the second division of the first paragraph the following provisions:

"The maritime rate for radiograms intended for ships at sea, but which have not been transmitted for the reason that the station on shipboard had passed beyond the radius of action of the coastal station designated shall be refunded officially by the management which collected it.

"If the transmission has not been effected on account of a fault chargeable to an irregularity in the radio service, the management of origin shall refund in addition the telegraph rate. The reimbursement of the latter rate shall be instigated officially by the management to which the coastal station is subject."

REASONS.

When the radiogram has not been transmitted to the vessel it is reasonable to reimburse the sender with the maritime rate. It not having been possible to credit this rate to the coastal station or the station on shipboard, the office of origin should not keep it.

Moreover, when the transmission has failed in consequence of a technical defect or through the fault of the officer in charge of the coastal station, it likewise seems reasonable to refund the entire rate for the radiogram without waiting for claim to be made by the sender.

SPAIN.

Paragraph 1, second division, to read as follows:

"* * * reimbursements, if the radiogram is to be transmitted to a vessel.

"When the radiogram emanates from a ship the time, so far as reimbursement is concerned, shall be counted from the hour when the coastal station received it from the station on shipboard."

REASONS.

If the radiogram is to be transmitted from the coastal station to the ship, there is no difficulty; neither the coastal station nor the station on shipboard will always be in a position to correspond.

But if the radiogram proceeds from a ship, as soon as it is received by the coastal station, inasmuch as the latter is also a telegraph office or at least is generally connected with the telegraph office by special wire, it would seem that the hour of the posting of the radiogram—that is to say, the hour when it was received by the coastal station in conformity with Article X, paragraph 2, second division, of the Regulations—should always be the hour of posting to all intents and purposes, even for the reimbursement of rates.

The radiogram should be transmitted to the telegraph system without delay, as this retransmission is entirely independent of radio telegraphy.

The radiogram is subject to the same conditions as a telegram posted at an office of origin or, if desired, as a telegram received in transit by an intermediate office.

These considerations are emphasized by Article V of the Convention of Berlin, which states: "Each of the High Contracting Parties undertakes to connect the coastal stations to the telegraph system by special wires or, at least, to take other measures which will insure a rapid exchange between the coastal stations and the telegraph system."

That is to say, that even when there are no special wires connecting the coastal stations to the telegraph system, the communication between them should be rapid. If the coastal station is connected with the telegraph system it would be all the more unjustifiable for the radiogram to remain longer than necessary in the coastal station.

GREAT BRITAIN.

Paragraph 1. Add the following new division:

"If the coastal station shall inform the office of origin that a radiogram can not be transmitted to the vessel to which it is addressed, the latter having passed beyond the radius of action of such station, the management of the country of origin shall officially instigate reimbursement to the sender of the coastal and shipboard rates, which, in this case, shall not enter into the accounts provided for by Article XXXVI."

REASONS.

It is equitable to refund the rates referring to a service which has not been effected, and it would seem desirable, with a view to avoiding unnecessary work, to take the measures necessary for the reimbursement to be made officially so that these rates shall not enter into the accounts.

This proposition is in harmony with the practice already observed by certain managements.

JAPAN.

Paragraph 1. Add a new division, as follows, to the paragraph regulating the reservations:

"In the case of radiograms addressed to a ship, the rates for the transmission by radio telegraphy which has not been effected shall be refunded."

REASONS.

The provisions of the International Telegraph Regulations are applicable so far as reimbursements are concerned. But since there are no provisions clearly covering the case in question it would seem advantageous to add this new division.

NETHERLANDS.

Paragraph 1. Insert between the first and second divisions the following:

"The coastal and shipboard rates for every radiogram which it has not been possible for the coastal station to transmit, the station on shipboard having passed beyond its radius of action, shall be refunded officially as soon as the service notice reporting the circumstance under consideration shall have been received by the office of origin."

REASONS.

The proposed addition is based upon considerations of fairness and equity and needs no explanation.

GERMANY.

Add a new paragraph as follows:

"3. The coastal and shipboard rates for telegrams transmitted to coastal stations with a view to their being forwarded to ships at sea shall be refunded officially to the sender after receipt of the service notice provided for in Article XXXII, third paragraph, if the retransmission by radiotelegraphy has not been effected for the reason that the vessel has passed beyond the radius of action of the coastal station. The rates applicable to transmission over the telegraph system, however, shall not be refunded."

REASONS.

It would seem equitable in such cases to refund officially the coastal and shipboard rates.

ITALY.

Add a new paragraph 3, as follows:

"3. Reimbursement shall be made of the coastal and shipboard rates for radiograms intended for ships in case it has not been possible to effect their transmission.

"In the case designated by the last paragraph of Article XXXII the reimbursement shall be made when the service notice reporting failure to effect the transmission of the radiogram shall be received."

REASONS.

The addition seems necessary in order to fix exactly the cases calling for reimbursement of radio rates and the time for making such reimbursement.

11. Accounts and Payments of Charges.

XXXVI.

1. The coastal and shipboard charges shall not enter into the accounts provided for by the International Telegraph Regulations.

The accounts regarding such charges shall be liquidated by the managements of the radio service of the countries concerned. They shall be drawn up by the radio telegraph management to which the coastal stations are subject, and communicated by them to the radio telegraph managements concerned.

2. For transmission over the lines of the telegraph system radiograms shall be treated, so far as the payment of rates is concerned, in conformity with the International Telegraph Regulations.

3. For radiograms proceeding from ships, the radio management to which the shipboard station is subject shall be charged by the radio management to which the coastal station is subject with the coastal and ordinary telegraph rates charged on board of vessels.

For radiograms intended for ships, the radio management which has collected the fees shall be charged directly by the radio management to which the coastal station is subject with the coastal and shipboard rates. The latter shall credit the radio management to which the vessel is subject with the shipboard rate.

In case the radio management which has collected the charges is the same, however, as the one to which the shipboard station is subject, the shipboard rate shall not be charged by the radio management to which the coastal station is subject.

4. The monthly accounts serving as a basis for the special accounts of radiograms shall be made out for each radiogram separately, with all the necessary data, within a period of six months from the month to which they refer.

5. The Governments reserve the right to enter into special agreements among themselves and with private enterprises (parties operating radio stations, shipping companies, etc.) with a view of adopting other provisions with regard to accounts.

PROPOSITIONS.

FRANCE.

Paragraph 1. Replace the word "Governments" by "countries."

REASONS.

The word "countries" seems preferable to "Governments."

GERMANY.

Add to paragraph 3 the following:

"When the coastal and shipboard rates for telegrams intended for ships have been collected of the addressee (Art. XIV, 3d par., new, and Art. XXX, par. 4, new), the management to which the ship is subject shall credit the management to which the coastal station is subject with the coastal rate."

REASONS.

As a result of the insertion of a third paragraph under Article XIV and of a fourth paragraph under Article XXX.

BELGIUM.

Paragraph 3. Modify as follows the wording of the second and third divisions of this paragraph:

"For radiograms intended for ships, the radio management which has collected the fees shall be charged directly with the coastal and shipboard rates by the radio management to which the coastal station is subject. The latter shall credit the radio management to which the vessel is subject with the shipboard rate.

"In case the radio management which has collected the charges is the same, however, as the one to which the shipboard station is subject, this management shall be charged simply with the coastal rate."

REASONS.

A question of wording.

FRANCE.

Replace paragraph 3 by the following:

"3. For radiograms and paid-service notices proceeding from ships, the radio management to which the shipboard station is subject shall be charged by the radio management to which the coastal station is subject with the coastal and ordinary telegraph rates charged on shipboard.

"Intermediate shipboard stations which are entitled to a transit rate for radiograms proceeding from other shipboard stations shall be credited with this rate by the vessel of origin.

"For radiograms and paid-service notices intended for ships, the radio management which has collected the rates shall be charged directly by the radio management to which the coastal station is subject with the coastal and shipboard rates. The latter shall credit the managements to which the vessels concerned are subject with the shipboard rates, and, if there is occasion, with the transit rates."

REASONS.

The changes proposed are intended to fix the accountability for paid-service notices and rates of transit due to stations on shipboard which have participated in the transmission of radiograms.

For paid-service notices it would seem proper for the shipboard and coastal stations to retain their respective rates. Moreover, in conformity with the provisions of the International Telegraph Regulations, the country of the coastal station which has received a service radiogram from a ship would retain the ordinary telegraph rate; for service telegrams intended for ships the country of origin would retain the ordinary telegraph rate and would be indebted to the coastal station and the station on shipboard for the rates accruing to them.

Concerning rates of transit to which stations on shipboard which have participated in the retransmission of the radiograms would be entitled, it seems that for radiograms proceeding from ships the liquidation of the rates should be effected between the shipboard stations concerned, for in this case it is the shipboard station of origin which takes charge of the transit rate. For radiograms intended for shipboard stations liquidation should be effected by the management of the country to which the coastal station belongs, the transit rate being borne by this management.

Finally, it is proposed to suppress the last division of paragraph 3 in order not to multiply exceptions.

GREAT BRITAIN.

Change paragraph 3 as follows:

"3. For radiograms proceeding from ships the radio management to which the shipboard station of origin is subject shall be charged by the radio management to which the coastal station is subject with the coastal and ordinary telegraph rates, the total rates collected for answers prepaid, the coastal and telegraph rates collected for repetition of message (for purposes of verification), the rates for delivery by express or mail, and those for extra copies (TM). The radio management to which the coastal station is subject shall directly credit the radio management to which the office of destination is subject with the coastal and shipboard rates relating to answers prepaid; in the case of telegraph rates and rates relating to delivery by express or mail and to extra copies, the procedure shall conform to the provisions of the International Telegraph Regulations, the coastal station being considered in this connection as a telegraph office of origin. However, where the radio management to which the office of destina-

tion is subject is the same as the one to which the shipboard station is subject, the coastal and shipboard rates collected for answers prepaid shall not enter into the accounts drawn up by the radio management to which the coastal station is subject.

"For radiograms intended for a country lying beyond the country to which the coastal station belongs, the telegraph charges to be paid in conformity with the provisions stated above shall comprise those which result either from the application of the rates given in Tables A and B annexed to the International Telegraph Regulations or the changes in such rates made by virtue of a special arrangement concluded between various radio managements of adjacent countries and published by such managements, but not the optional rates which may be collected in accordance with the special provisions of Article XXIII, paragraph 1, and XXVII, paragraph 1, of the Telegraph Regulations.

"For radiograms intended for ships the radio management to which the office of origin is subject shall be charged directly by the radio management to which the coastal station is subject with the coastal and shipboard rates, including the coastal and shipboard rates collected for answers prepaid. The radio management to which the station is subject shall credit the radio management to which the shipboard station of destination is subject with the shipboard rate, the total rate collected for answers prepaid, the shipboard rate relative to repetitions (for purposes of verification), and also the rate collected for extra copies and for delivery by mail.

"In case the radio management to which the office of origin is subject is the same, however, as the one to which the shipboard station of destination is subject, the shipboard rate and the coastal and the shipboard rates collected for answers prepaid shall not be charged by the radio management to which the coastal station is subject.

"Paid-service notices and answers prepaid shall be treated in the radio accounts in all respects the same as other radiograms.

REASONS.

The changes are proposed for the following reasons:

1. With a view to making provisions applicable to the settlement of accounts concerning special radiograms and the accessory services which it is proposed to admit under Article XXXIII.

The propositions relative to charging and crediting the radio managements to which the shipboard station is subject with the rates applicable to "paid-service notices" and to the accessory services (repetition, delivery by mail, delivery by express, the making of extra copies TM) are to be recommended for the reason that the reciprocity existing in the telegraph service between the different States is lacking in the radio service between the stations on shipboard and the offices on shore. This proposition is to be recommended, furthermore, in consideration of the fact that (1) "paid-service notices," which it is proposed to admit, are not of the number of those which involve a reimbursement of charges, and are consequently excluded from the telegraph accounts, and (2) that since the accounts are made out for each radiogram separately (Art. XXXVI, par. 4, of the Regulations), a statement of the accessory rates would not entail any appreciable increase in the work.

2. With a view to making it clearly apparent that in case of the forwarding of radiograms the coastal station shall liquidate the accounts relating thereto with the last ship and not with a ship which has acted as intermediary.

The object of the proposition contained in the second division of paragraph 3 is to provide that the rate to be entered in the radio accounts shall be the rate per word pure and simple expressed in francs and not the different rates which the radio managements have the right to collect as the result of monetary considerations or other exigencies of the country of origin. These optional rates are, moreover, excluded from the telegraph accounts by virtue of the provisions of Article XXVII, paragraph 2, and LXXVI, paragraph 1, of the Regulations. The exclusion of such rates from the radio accounts would have for effect a notieable simplication of these accounts.

ITALY (1st).

Modify the first phrase of the third paragraph as follows:

"3. For radiograms intended for ships of the Navy, commercial vessels, and yachts, the radio management * * *."

REASONS.

(See the proposition referring to Art. XII.)

ITALY (2d).

In paragraph 3, replace the words "the radio management to which the shipboard station is subject" by the words:

"The radio management or company to which the shipboard station is subject."

ITALY (3d).

Same article, fifth division (same paragraph), last sentence, replace the words "the radio management to which the vessel is subject" by the words:

"The radio management or company to which the shipboard station is subject."

ITALY (4th).

Same article, replace the text of the sixth division (same paragraph) by a new text, as follows:

"For radiograms intended for ships subject to radio managements which have not adhered to the Convention and which have not made the declaration provided for in Article IX, the coastal and shipboard rates shall be charged to the first radio management which has received the radiogram in transit."

ITALY (5th).

If the proposition tending to introduce the Article XI–a is adopted it will be necessary to add to the seventh line of paragraph 3, after the words "shipboard rate," the words "and the charges for night service."

Consequently paragraph 3 of Article XXXVI should read as follows:

"3. For radiograms proceeding from ships the radio management or the company which works the station on shipboard shall be charged by that to which the coastal station is subject with the coastal and ordinary telegraph rates charged on board of vessels.

"For radiograms intended for ships the radio management which has collected the fees shall be charged directly by the radio management to which the coastal station is subject with the coastal and shipboard rates and the charges for night service. The latter shall credit the radio management or company which works the station on shipboard with the shipboard rate.

"For radiograms intended for ships originating with managements which have not adhered to the Convention and have not made the declaration provided for in Article IX, the first adhering radio management which received the radiograms in transit shall be charged with the coastal and shipboard rates."

REASONS.

The proposition is intended to introduce certain modifications in the settlement of accounts for radiograms intended for ships in accordance with the system followed by certain managements. In effect it would be a question of having the payment of shipboard rates relating to the radiograms referred to above rest solely with the company which works the stations on shipboard and not with all the radio managements of the State under whose flag the vessels sail.

The amendment to the sixth division is intended to fill a deficiency in the Service Regulations, since no provision is made therein with a view to guaranteeing to the radio managements concerned the payment of the radio coastal and shipboard rates for messages originating in countries where there is no telegraph service under government control, such, for example, as North America. In such countries the private telegraph companies accept radiograms intended for ships which are in Europe and, consequently, such messages should be transmitted by the European coastal stations to the shipboard station designated.

NETHERLANDS (1st).

Paragraph 3. Add to the first division the following:

"The latter rates shall be augmented by the accessory rates, if there are any."

NETHERLANDS (2d).

Paragraph 3. Enter as a fourth division:

"Radiograms which have not been transmitted, the shipboard station of destination being beyond range (Art. XXXV, par. 1, second division), shall not be paid for."

(See the complement to this proposition under par. 4.)

REASONS.

The changes in this article result from the additions proposed in relation to Articles XXXIII and XXXV of the Service Regulations.

ITALY.

Paragraph 4. First line, replace the word "monthly" by the word "quarterly."

To the last line add before the word "monthly" the word "last."

REASONS.

(See above under par. 3.)

In regard to a quarterly instead of a monthly rendering of accounts, the proposition is intended to simplify this work in view of the small number of radiograms exchanged each month.

NETHERLANDS.

Paragraph 4. Add the following:

"The radiograms referred to in paragraph 3, fourth division, of this article, shall appear in the accounts for record solely."

REASONS.

(See above under par. 3.)

ITALY.

Introduce a new Article XXXVI–a to read as follows:

"ARTICLE XXXVI–a.

"The rates for radiograms transmitted to a coastal station by a station on shipboard which has received them from another vessel shall be charged to the station on shipboard with which the radiograms originated."

REASONS.

The proposition is intended to regulate the settlement of accounts for radiograms which have been forwarded as provided for in the proposition relating to the addition of the Article XLI–a.

12. INTERNATIONAL BUREAU.

XXXVII.

The International Bureau of Telegraphs shall be intrusted with the duties specified in article 13 of the Convention, subject to the consent of the Government of the Swiss Federation and the approval of the Telegraph Union.

The additional expenses resulting from the work of the International Bureau so far as radio telegraphy is con-

cerned shall not exceed 40,000 francs a year, exclusive of the special expenses arising from the convening of the International Conference.

These expenses shall form the subject of a special account, and the provisions of the International Telegraph Regulations shall be applicable to them. Before the convening of the next Conference, however, each contracting Government shall notify the International Bureau of the class in which it desires to be entered.

PROPOSITIONS.

GERMANY (1st).

First division to read:

"The International Bureau of the Telegraph Union shall be intrusted with the duties specified in Article XIII of the Convention."

REASONS.

In conformity with the wording of Article LXXXI, paragraph 1, of the Telegraph Regulations, as revised at Lisbon, and in consideration of the actual conditions.

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

LXXXI.

1. The central office provided for by article 14 of the Convention receives the title of International Bureau of the Telegraph Union.

GERMANY (2d).

Replace the last phrase of the third division by the following:

"In conformity with the provisions of Article LXXXII, paragraph 3, of the Service Regulations annexed to the International Telegraph Convention, the managements of the Contracting Governments shall, so far as contribution to the expenses is concerned, be divided into six classes, as follows:

"First class: South African Union, Germany (Argentine Republic), Australia, Austria, France, Great Britain, Hungary, British Indies (Italy), Japan, Russia, Turkey.

"Second class: Spain.

"Third class: Belgium (Chile), Dutch Indies, Norway, Netherlands, Roumania, and Sweden.

"Fourth class: Denmark, Mexico, New Zealand (Uruguay).

"Fifth class: Bulgaria and Tunis.

"Sixth class: Brazil, Colony of Curaçao, Morocco, Monaco, Persia, and Portugal."

REASONS.

In conformity with the wording of Article LXXXII, paragraph 3, of the Telegraph Regulations, as revised at London.

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

LXXXII.

3. For the division of the expenses, the contracting or adhering States are divided into six classes, each contributing in the proportion of a certain number of units, i e.:

First class	25 units.
Second class	20 units.
Third class	15 units.
Fourth class	10 units.
Fifth class	5 units.
Sixth class	3 units.

XXXVIII.

The management of the radio service of the different countries shall forward to the International Bureau a table in conformity with the annexed blank, containing the data enumerated in said table for stations such as referred to in Article IV of the Regulations. Changes radio managements to the International Bureau between the first and tenth day of each month. With the aid of such data the International Bureau shall draw up a list which it shall keep up to date. The list and the supplements thereto shall be printed and distributed to the radio managements of the countries concerned; they may also be sold to the public at the cost price.

The International Bureau shall see to it that the same call letters for several radio stations shall not be adopted.

[Supplement to Art. XXXVIII of the Regulations.]

Radio management of.....

Descriptive list of radio stations.

(a) COASTAL STATIONS.

Name.	Nationality.	Geographical location.	Call letters.	Normal range.	Radio system.	Class of receiving apparatus (recording, acoustic, or other apparatus).	Wave lengths (the normal wave length to be underscored).	Nature of service furnished by station.	Hours during which station is open (indicating meridian to which they refer).	Coastal rate, stating minimum rate.	Remarks.

(b) SHIPBOARD STATIONS.

Name.	Nationality.	Distinguishing signal of the international code of signals.	Name of home port.	Call letters.	Normal range.	Radio system.	Class of receiving apparatus (recording, acoustic, or other apparatus.)	Wave lengths (the normal wave length to be underscored.)	Nature of service furnished by station.	Hours during which station is open.	Shipboard rate, stating minimum rate.	Remarks.
					(1) War vessels.							
					(2) Merchant vessels.							

PROPOSITIONS.

GERMANY.

First division. Replace the words "a list which it shall keep up to date" by "the list provided for under Article IV."

Further substitute the words "and the supplements thereto shall be printed and distributed" for the words "shall be distributed" and replace the words "they may also be sold" by the words "this document with the supplements relating thereto may also be sold."

REASONS.

Changes resulting from the proposition submitted under Article IV, paragraph 2.

13. Miscellaneous Provisions.

XXXIX.

The managements of the radio service shall give to agencies of maritime information such data regarding losses and casualties at sea or other information of general interest to navigation as the coastal stations may properly report.

PROPOSITIONS.

FRANCE.

Add the following paragraph:

"The managements of the radio service shall take the necessary measures to have their coastal stations receive the meteorological telegrams containing observations concerning the region covered by such stations. These telegrams, which shall not be more than 20 words in length, shall be transmitted to the vessels upon request of the latter. The rates for such meteorological radiograms shall be charged to the accounts of the vessels of destination.

"The coastal stations shall, however, be bound to communicate, officially and free of charge to all vessels entering into communication with them, all storm warnings of which they have official knowledge."

REASONS.

In view of the interest which the communication of meteorological telegrams may have for ships, it would be desirable for the radio managements to take the necessary measures to put their coastal stations in the position of being able to furnish data on this subject to such vessels as request it.

It would also be desirable, from a humanitarian point of view, to impose upon coastal stations an obligation to communicate, officially and free of charge to all vessels entering into communication with them, all storm warnings (typhoons, cyclones, tornadoes, etc.) of which they have knowledge.

JAPAN.

Add a new division as follows:

"They shall likewise facilitate, so far as possible, the communication by their coastal stations of time signals and storm warnings to stations on shipboard which are within the radius of action of such stations."

REASONS.

The communication of time signals and storm warnings being of great utility for the interests of ships at sea, it is desirable, whenever circumstances will permit, to have the same communicated by the coastal stations to the stations on shipboard.

XL.

The exchange of correspondence between shipboard stations such as referred to in article 1 of the Convention shall be carried on in such a manner as not to interfere with the service of the coastal stations, the latter, as a general rule, being accorded the right of priority for the public service.

PROPOSITIONS.

FRANCE.

Add the following article:

"ARTICLE XL-A.

"Time signals and meteorological telegrams shall be transmitted one after the other in such a manner that the time occupied for their transmission shall not exceed 10 minutes. As a general rule, all radio stations located within the radius of action shall keep silent during such transmission, in order that all stations desiring it may be able to receive such telegrams and signals. Exception shall be made in cases of distress and of state telegrams."

REASONS.

It is necessary to limit the time to be occupied in the transmission of time signals and meteorological telegrams. A period of 10 minutes for each station would be sufficient.

XLI.

1. In the absence of special agreements between the parties concerned, the provisions of the present regulations shall be applicable analogously to the exchange of radiograms between two vessels at sea, subject to the following exceptions:

(a) To Article XIV. The shipboard rate falling to the transmitting ship shall be collected from the sender, and that falling to the receiving ship shall be collected from the addressee.

(b) To Article XVIII. The order of transmission shall be regulated in each case by mutual agreement between the corresponding stations.

(*c*) To Article XXXVI. The rates for the radiograms in question shall not enter into the accounts provided for in that article, such charges falling to the radio managements which have collected them.

2. Retransmission of radiograms exchanged between vessels at sea shall be subject to special agreements between the parties concerned.

PROPOSITIONS.

GERMANY (1st).

Suppress division (*a*) and replace (*b*) by (*a*).

REASONS.

According to the experience of the German management, the senders of radiograms exchanged between ships, desiring to prevent expense to the addressee, request that the total rate shall be collected of the sender.

GERMANY (2d).

Replace the present text of division (*c*) by the following:

"(*b*) Accounts relating to the radiograms in question shall be regulated directly between the shipboard stations concerned."

REASONS.

This is the method of procedure actually in use.

BELGIUM.

Paragraph 1. Modify the end of the first phrase of this paragraph as follows:

"* * * between two vessels at sea without the intervention of a coastal station, subject to the following exceptions:", etc.

REASONS.

In consequence of the addition proposed under Article XIII.

NETHERLANDS.

Insert between paragraphs 1 and 2 the following:

"1*a*. In cases where radiograms proceeding from and intended for ships shall be exchanged by the intermediation of a coastal station, the coastal rate shall be collected twice. The total charge shall be collected of the sender. The liquidation of the charges shall be made by the radio management to which the coastal station is subject, analogously to the provisions of Article XXXVI."

REASONS.

In cases where radiograms proceeding from and intended for ships are exchanged by the intermediation of a coastal station, it is not necessary to make an exception to the general rule that the radio rates shall be collected of the sender and that liquidation shall be made by the management to which the coastal station is subject. In conformity with the principle of a just remuneration for radio work, the article expressly provides that the coastal rate shall be computed twice; that is to say, once for reception and once for forwarding.

FRANCE.

Replace the text of paragraph 2 by the following:

"Retransmission of radiograms by the intermediation of a station on shipboard shall be obligatory when a ship is not able to communicate directly with the nearest coastal station."

REASONS.

It would seem proper to make retransmission obligatory when a shipboard station of origin is not able to communicate with the nearest coastal station. This obligation should be compensated by the concession of a rate of transit of 0.20 franc to the shipboard station acting as intermediary.

ITALY.

Replace the last division of Article XLI by a new Article XLI–a, as follows:

"ARTICLE XLI–a.

"Retransmission of radiograms exchanged between ships at sea shall be permitted when the shipboard station of origin of the radiogram is not able to communicate directly with a coastal station or with the shipboard station of destination of the message. Retransmission shall be subject to the condition that the station on shipboard which received the radiogram in transit is in a position to forward the same.

"Only one retransmission shall be allowed.

"The shipboard rate relating to radiograms requiring retransmission shall be divided equally between the shipboard station of origin of the radiogram and the shipboard station which forwarded it."

REASONS.

Retransmission of radiograms between stations on shipboard has become very extensive in practice, and it is therefore necessary to regulate the service of transit which results therefrom. Furthermore it is necessary to make it possible for ships at sea to have their messages reach the coastal stations when they are not able to enter into direct communication with such stations, for the reason that the distance to be covered is greater than the range of the installations on board.

The provision under consideration tends to regulate the relations to be established between stations on shipboard which discharge a general public service with a view to organizing the special service of retransmission of radiograms.

A single retransmission has been considered in order to preserve a proper flexibility in the accounts of radiograms.

Moreover a ship at sea is always at a distance from coastal stations which can be covered by means of a single retransmission with the present range of the stations on shipboard. Therefore a radiogram can always reach the coastal stations.

NETHERLANDS.

Enter as a new Article XLI–a, the following:

"ARTICLE XLI–a.

"1. The total rate fixed for radiograms exchanged between stations established on board lightships and coastal stations on shore shall be collected of the addressee in all cases in which the provision of the first division of Article XIV can not be applied. In such cases the preamble shall contain the designation PCV.

"2. The radio management which has collected the total rate of the addressee shall be charged with the same directly by the radio management to which the coastal station on shore is subject by means of the radio accounts provided for under Article XXXVI on condition that the latter radio management shall enter the radiogram in the ordinary telegraph accounts.

"3. For radiograms intended for lightships, the radio management which has collected the total rate shall be charged therewith by the radio management to which the coastal station on shore is subject, deduction being made of the rates for transmission over the lines of the telegraph system.

"4. If the radio management to which the coastal station on shore is subject is not the same as that to which the station established on board the lightship is subject, the former radio management shall credit the latter with the rates for the intermediation of the lightship."

REASONS.

Experience concerning international correspondence by means of the Netherlands lightships has shown the necessity for regulating in a general manner the liquidation of rates for radiograms relating to radio correspondence between coastal stations on shore and the stations on lightships, in so far as the latter exchange such messages with ships at sea otherwise than by way of radio telegraphy (for example, by semaphoric transmission).

Since within the meaning of the Convention radio stations established on board lightships are coastal stations, the radiograms in question are not subject to the provisions of the Convention and Regulations. The radio rates are to be fixed by the managements to which the radio stations are subject. It now remains to make provision in the Regulations for the cases where the total rate for radiograms proceeding from the sea is to be collected of the addressee (in

derogation of Article XIV), and next to regulate the liquidation of the rates by the coastal stations on shore. In the case of the latter equity demands that, in derogation of Article LXXVI of the International Telegraph Regulations, the rates (including those which are "equitable for the radio work" (Article X of the Convention) and the semaphore rates) shall also be paid in case they have been collected of the addressee.

GERMANY.

"Article XLII (new).

"The modifications in the provisions of the present Regulations, which may be rendered necessary as the result of the decisions of subsequent telegraph conferences, shall go into effect on the date fixed for the application of the provisions determined upon by each one of such conferences."

REASONS.

In conformity with Article LXII, paragraph 8, of the Telegraph Regulations, as revised at Lisbon.

EXTRACT FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

LXII.

8. Modifications of the provisions of the present Regulations relating to radiograms, which may be rendered necessary in consequence of decisions of future radio telegraph conferences, will be brought into force on the date fixed for the application of the provisions adopted by each of these latter conferences.

XLII.

The provisions of the International Telegraph Regulations shall be applicable analogously to radio correspondence in so far as they are not contrary to the provisions of the present regulations.

In conformity with Article 11 of the Convention of Berlin, these Regulations shall go into effect on the 1st day of July, 1908.

In witness whereof the respective plenipotentiaries have signed one copy of the present Regulations, which shall be deposited in the archives of the Imperial Government of Germany, and a copy of which shall be transmitted to each of the parties.

Done at Berlin, November 3, 1906.

(Signed by all plenipotentiaries as per pp. 14–16.

GERMANY.

Replace the present number by XLIII.

GREAT BRITAIN.

Add at the end of Article XLII the following paragraph:

"There shall be considered as applicable, in particular, to radio correspondence the provisions of Article XXVII, paragraphs 3 to 6, of the said Regulations, relating to the collection of rates; those of Articles LXXV, paragraph 1, LXXVIII, paragraphs 2 to 4, and LXXIX, paragraphs 2 to 4, relating to the preparation and statement of accounts. On the other hand, the provisions of Article XVI, paragraph 2, of the Telegraph Regulations, shall not be considered as authorizing gratuitous transmission by the radio stations of service telegrams relating exclusively to the telegraph service nor the free transmission over the telegraph lines of service telegrams relating exclusively to the radio service; furthermore, the provisions of Article LXXIX, paragraph 3, of the Telegraph Regulations, shall not be applicable to the settlement of radio accounts. With a view to the application of the provisions of the Telegraph Regulations, coastal stations shall be considered as offices of transit except when the Radio Regulations expressly stipulate that such stations shall be considered as offices of origin or of destination."

REASONS.

The general terms in which the present provisions are expressed permit some uncertainty to exist as to whether certain provisions of the Telegraph Regulations are applicable or not to the radio correspondence. The intention of the proposition is to remove all doubts concerning such of the provisions as have given rise to different interpretations. The latter part of the proposed addition relates more especially to the following articles of the Telegraph Regulations regarding the verification of the count of words, namely, Articles XIX, paragraphs 9 and 10, XXXVII, paragraph 2, and LXXVI, paragraph 9.

EXTRACTS FROM THE INTERNATIONAL TELEGRAPH CONVENTION AND SERVICE REGULATIONS, MENTIONED ABOVE.

XXVII

3. In order to insure uniformity of charge as prescribed by the Convention, those of the Contracting States which do not use the franc as their monetary unit fix for the collection of their charges an equivalent in their respective currencies as nearly as possible of the value of the gold franc.

4. The present equivalent of the franc is:

In Germany, 0.85 mark.
In Australia (Commonwealth), 9.6 pence.
In Austria, 1 crown.
In Hungary, 1 crown.
In Bosnia-Herzegovina, 1 crown.
In Bolivia, 50 centavos.
In Brazil, 640 reis Brazilian money.
In Bulgaria, 1 lev.
At the Cape of Good Hope, 9.6 pence.
In Ceylon, 0.68 rupee.
In Chile, 0.5333 gold peso at 18 pence.

In the Portuguese Colonies, 200 reis.
In Crete, 1 drachma.
In Denmark, 0.80 crown.
In Egypt, 38.575 milliemes (3 piastres 34 paras tariff money).
In Erythrea, 1 liva.
In Spain, 1 peseta, 13 centimos of a peseta.
In Great Britain, 9.6 pence.
In Greece, 1 drachma.
In British India, 0.60 rupee.
In Dutch East Indies, 0.50 florin.
In French Indo-China, 50 centiemes of a piastre.
In Iceland, 0.80 crown.
In Italy, 1 lira.
In Japan, 0.40 yen.
In Montenegro, 1 crown.
In Natal, 9.6 pence.
In Norway, 0.80 crown.
In New Zealand, 9.6 pence.
In Orange River Colony, 9.6 pence.
In Holland, 0.50 florin.
In Persia, 2 krans 5 schahis.
In Portugal, 200 reis.
In the British Protectorate of East Africa and Uganda, 0.60 rupee.
In the Argentine Republic, 20 gold centavos.
In Roumania, 1 leu.
In Russia, 0.25 of a metallic ruble.
In Servia, 1 dinar.
In Siam, 35 atts.
In Sweden, 0.80 crown.
In the Transvaal, 9.6 pence.
In Turkey, 4 piasters 23 paras.
In Uruguay, 0.1866 peso.

5. In the case of countries where the value of the money varies according to fluctuations of exchange the equivalent of the franc given above is, in case of considerable change, modified by taking as a base the mean equivalent of a franc during the preceding three months. It is for the country affected to modify the equivalent in conformity with the foregoing provision, to fix the date from which charges shall be collected according to the new equivalent, and to notify the other administrations through the International Bureau.

6. Payment may be required in coin.

NOTE.—One franc=19.3 cents United States gold.

LXXV.

1. The franc is the monetary unit employed in the preparation of international accounts.

LXXVIII.

2. The statement and settlement of the balance take place at the end of each quarter.

3. The balance thus arrived at is paid by the debtor administration to the creditor administration by means of drafts. If the franc is the monetary unit of the creditor administration, the drafts are drawn in effective gold francs on a place in the creditor country at the option of the debtor administration. If the franc is not the monetary unit of the creditor administration, the drafts are drawn at the option of the debtor administration, either in effective gold francs on Paris or on a place in the creditor country, or in the currency of the creditor country and on a place in that country; in this latter case the administrations concerned come to an understanding as to the method of procedure and, if necesssary, as to the rate of conversion of the balance due into the monetary currency of the creditor administration.

4. The cost of payment is borne by the debtor administration.

LXXIX.

2. The verification of the accounts, as well as the notification of their acceptance and relative observations, takes place within a maximum period of six

35144—12——15

months from the date on which they are sent. An administration which does not receive any rectifying observation within that time is entitled to consider the account admitted. This provision is also applicable to the observations made by one administration on the accounts prepared by another.

3. The monthly accounts are admitted without revision when the difference between the amounts arrived at by the two administrations concerned does not exceed 1 per cent of the amount shown as due by the administration which has prepared the account. Should a revision have been commenced, it must be stopped if, as the result of an exchange of observations between the administrations concerned, the difference which led to the revision is reduced within the limits of 1 per cent.

4. The quarterly balance account must be verified and paid within a period of six weeks following the exchange of the accounts relating to the last month of the corresponding quarter. After the last day of this period of six weeks amounts due from one administration to another bear interest at the rate of 5 per cent per annum.

XVI.

2. They are transmitted free between all countries except in the cases specified in the following regulation:

XIX.

9. The counting of the office of origin is decisive, both for purposes of transmission and of the international accounts. Nevertheless, when the telegram contains combinations or alterations of words of one of the languages of the country of destination, *or of a language other than those of the country of origin*, contrary to the usage of such language, the office of destination has the right to recover from the addressee the amount of charge not collected. If this right is exercised, the telegram is only delivered to the addressee on payment of the short charge. In case of refusal to pay, a service advice thus worded is addressed to the office of origin: "Vienna, Paris, 5.10 p. m., No. —— (name of addressee), ——— (reproduce the words wrongly combined or altered), ——— words (indicate number of words properly chargeable)." If the sender, duly notified of the reason for nondelivery, agrees to pay the excess, a service advice thus worded is addressed to the delivery office: "Paris, Vienna, 7 p. m., No. —— (name of addressee), short charge collected." On receipt of this service advice the office of destination delivers the telegram.

10. When the administration of origin discovers after the charge has been collected that a telegramh contains either inadmissible combinations or alterations of words or expressions or words which, although not fulfilling the conditions of plain or code language, have been charged for as belonging to these languages, it applies to these expressions or words for the calculation of the short charge to be recovered from the sender, the rules to which they should have been respectively subjected. The combinations or alterations are counted in accordance with the number of words which they would contain if they were written in the usual manner.

The administration of origin acts in the same way when irregularities are pointed out to it by a transit administration or by the administration of destination. *Nevertheless, neither of these two latter administrations may delay the forwarding or delivery of the telegram except in the cases provided for in paragraph 9.*

XXXVII.

2. When the difference does not arise from an error in transmission, the rectification of the number of words indicated can only be effected by agreement between the office of origin *and its correspondent.* In the absence of such agreement the number of words announced by the office of origin is admitted.

LXXVI.

9. Nevertheless, the number of words announced by the office of origin serves as the basis for the application of the charge, except in the case where, owing to an error in transmisssion, it may have been rectified by agreement between the original office and the office in correspondence with it.

○

ADDITIONAL COPIES of this publication may be procured from the SUPERINTENDENT OF DOCUMENTS, Government Printing Office, Washington, D. C., at 15 cents per copy